

Appendix L Responses to Comments

L.1 Summary Of Comments Received on the Draft EA/EIR

Caltrans released a draft EA/EIR and Section 4(f) Evaluation on July 21, 2003, and subsequently held a public meeting on August 7, 2003 to give the public an opportunity to review and comment on the document and the proposed soundwalls. The public comment period closed on September 3, 2003. A total of 24 people or agencies commented on the document. Caltrans' response to comments are presented in this chapter and are summarized further in Table II-1 below. Comments were received in several formats, including U.S. mail, hand-written comments submitted during the public meeting, oral testimony submitted during the public meeting, and via the world wide web at <http://www.dot.ca.gov/dist4>. The commenters consist of the following: 1 Federal Agency, 2 State Agencies, and 21 organizations or individuals. This Final EA/EIR takes into account comments received on the Draft EA/EIR.

Table L.1. Summary of Comments

FEDERAL AGENCIES

COMMENTER	COMMENT TYPE	COMMENT #	AREA OF CONCERN
Lisa B. Hanf Environmental Protection Agency	Letter	FAC-01h	Cumulative Impacts Assessment
		FAC-01i	Project Purpose Design Year
		FAC-01j	Project Purpose Independent Utility
		FAC-01k	Project Purpose Viaduct Width
		FAC-01l	Impact Assessment for No Build Alternative
		FAC-01m	VMT Analysis
		FAC-01n	Air Quality Sensitive Populations
		FAC-01o	Air Quality PM-2.5 Monitoring
		FAC-01p	Water Quality Stormwater Runoff

STATE AGENCIES

COMMENTER	COMMENT TYPE	COMMENT #	AREA OF CONCERN
Robert W. Floerke Department of Fish and Game	Letter	SAC-01a	Biology Oak Woodland Replacement Ratios
		SAC-01b	Biology Salmonids
Mark E. Piros - Department of Toxic Substances Control	Letter	SAC-02	Hazardous Materials Regulatory Requirements for ADL

ORGANIZATIONS AND INDIVIDUALS

COMMENTER	COMMENT TYPE	COMMENT #	AREA OF CONCERN
Alexander Mallore	Comment Card	CC-01	Noise
Denise Hill	Comment Card	CC-02	Noise
Joe Lillenthal	Comment Card	CC-03	Noise/Soundwalls
Ramona Mooney	Comment Card	CC-04	Bicycle/Pedestrians
Christine Culver	Comment Card	CC-05	Bicycle/Pedestrians
Joel Woodhull	Comment Card	CC-06	Bicycle/Pedestrians
Curt Groniga	Comment Card	CC-07	Noise/Soundwalls
Richard Canini	Handwritten	HW-01	Bicycle/Pedestrians
J.M. Eunice	Handwritten	HW-02	Bicycle/Pedestrians
Dan Kirshner Environmental Defense	Internet Comment	ICO-5a	Project Effectiveness
		ICO-5b	Safety
		ICO-5c	Project Alternatives HOT Lanes
		ICO-5d	Air Quality
		ICO-5e	Induced Growth Induced Traffic
Laura Graham	Public Meeting Transcript	PMT-01	Landscape Architecture Visual/Aesthetics
Richard Canini	Public Meeting Transcript	PMT-02a	Bicycle/Pedestrians
		PMT-02b	Landscape Architecture Visual/Aesthetics
Al Kamahele	Public Meeting Transcript	PMT-03	Noise/Soundwalls
Vern Calsy	Public Meeting Transcript	PMT-04	Temporary Construction Impacts
Carl and Irma Larsen	Public Meeting Transcript	PMT-05	Noise/Soundwalls
Andrea Rodriguez	Public Meeting Transcript	PMT-06	Landscape Architecture Visual/Aesthetics
Paul Ogasawara	Public Meeting Transcript	PMT-07a	Proximity to Burbank Elementary School
		PMT-07b	Project Alternatives
		Exhibit 1	FASTPLAN
Guillermo Madrigal	Public Meeting Transcript	PMT-08	Traffic/Transportation
Ken Wells	Public Meeting Transcript	PMT-09	Bicycle/Pedestrians
Paul Ogasawara	Public Meeting Transcript	PMT-10	Project Alternatives HOV vs. Mixed Use HOV Times
Laura Graham	Public Meeting Transcript	PMT-11	Landscape Architecture Visual/Aesthetics
Hugh Futrell – Third and Davis, LLC	Letter	USM-01a	Noise
		USM-01b	Traffic/Transportation
		USM-01c	Landscape Architecture Visual/Aesthetics

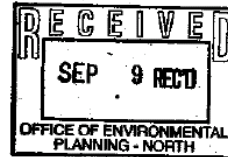
L.2 Comments and Responses

Comment FAC-01



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901



September 3, 2003

Gary Hamby
Federal Highway Administration
980 9th Street, Suite 400
Sacramento, CA 95814

Subject: Draft Environmental Assessment for Route 101 HOV Widening, Santa Rosa,
Sonoma County, California

Dear Mr. Hamby:

The Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. Our detailed comments are enclosed.

EPA sent scoping comments to Caltrans in a letter dated January 10, 2001, in response to a Notice of Intent to prepare an environmental impact statement (EIS). In April 2003, FHWA issued a notice in the Federal Register indicating that the project was not likely to result in significant impacts and a draft environmental assessment (DEA) would be prepared.

The DEA indicates that the project purpose is to relieve congestion in downtown Santa Rosa. It assessed only environmental impacts within a small radius of the 2.7 mile segment between the SR 12 interchange and Steele Lane. However, the project is an interdependent part of a large series of improvements under a regional plan to add continuous high-occupancy-vehicle (HOV) lanes to Route 101 through Marin and Sonoma Counties. EPA is concerned that with the separate but connected HOV widening projects already built or being planned, there is no comprehensive study of the indirect and cumulative effects of widening Route 101. We believe that a more complete analysis of the indirect and cumulative impacts over the length of the corridor is warranted to determine whether there are significant impacts.


The DEA evaluates only the direct environmental impacts of the preferred alternative, and not those of the No Build alternative. Environmental impacts that concern EPA within the study area include the potential health effects from existing and forecast air quality impacts to sensitive populations within the vicinity of the freeway, and the effects of increased stormwater runoff from the added impervious surfaces into receiving waters that are tributary to the Laguna de Santa Rosa, an impaired water under §303(d) of the Clean Water Act.

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We hope that FHWA and Caltrans will provide a more comprehensive analysis of cumulative impacts, that addresses air emissions, stormwater runoff, water quality, and land use from the effects of increased travel that this corridor will experience. We appreciate the opportunity to review this DEA and look forward to reviewing the final EA when it is released for public review. If you have any questions, please contact me or Liz Varnhagen, the lead reviewer for this project. Liz can be reached at 415-972-3845 or varnhagen.liz@epa.gov.

Sincerely,



Lisa B. Hanf, Manager
Federal Activities Office
Cross Media Division

Enclosure

cc:

Robert Gross, Caltrans, District 4, Oakland, CA

EPA DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT (DEA)
FOR ROUTE 101 HIGH OCCUPANCY VEHICLE (HOV) WIDENING, SEPTEMBER 3, 2003

Cumulative Impacts

Overall, the DEA evaluates the environmental impacts from the proposed project as if it were an independent highway improvement project along 2.7 miles of Route 101 through downtown Santa Rosa. However, the Project Background section in Chapter 1 presents a broader context for the project. Route 101 is a heavily traveled route linking Sonoma County with San Francisco to the south, as well as to Northern California. More specifically, the Sonoma County Transportation Authority (SCTA) Congestion Management Program envisions widening Route 101 to six lanes with HOV capacity between Windsor Road in Windsor and the Sonoma/Marin County line. Segments of Route 101 already include HOV lanes such as the Gap Closure project in Marin County and Wilfred Avenue north to SR-12 in Sonoma County. More are planned, including those in the pending 17-mile Marin Sonoma Narrows project, Old Redwood Highway to Rohnert Park Expressway, and from Steele Lane north to Windsor Road.

The DEA does not evaluate the potential cumulative effects that the proposed HOV lanes with increased vehicular travel capacity may have on regional traffic, stormwater, water quality, and land use. Currently, Route 101 experiences heavy congestion between Windsor, Sonoma County, and San Francisco during peak commute hours. The establishment of a continuous HOV lane between these two areas has the potential to reduce travel delays especially for HOVs, which may have the indirect effect of encouraging people to live in northern Santa Rosa and Windsor where the population density is currently lower, but travel times to San Francisco are greater. EPA is concerned that while the HOV lane widening projects are being accomplished in segments, no overall environmental impact assessment is studying the effects of increasing the capacity along the whole Marin/Sonoma Route 101 corridor. There may be significant impacts that are not being addressed.

The cumulative impacts evaluation in Chapter 4 of the DEA does not sufficiently address cumulative effects associated with this project. First, it only considers other Caltrans projects in the Santa Rosa area near Route 101. Second, because the impacts of each of the projects listed either have been or will be mitigated to insignificance, Table 4.1 concludes that cumulative impacts are not substantial. However, cumulative impacts include effects from non-highway projects as well, and other factors that collectively degrade a resource. For example, groundwater recharge and the stormwater hydrology have been substantially altered within the project study area by all of the cumulative development. How will this project incrementally contribute to this condition?

Recommendation:

The final EA should include a comprehensive cumulative impact assessment. The approach presented in FHWA Interim Guidance: Indirect and Cumulative Impacts in NEPA, Lamar Smith, February 2003 may be helpful. The final EA should reference any ongoing studies or existing documents where the effects of the complete corridor widening are being or have been evaluated comprehensively.

FAC-01h

Project Purpose

The DEA states that the purpose of the project is to: a) relieve congestion, b) maintain and improve transportation linkages, and c) improve safety. The DEA does not establish a design year for the project, nor does it clarify that the project as proposed has independent utility as a component of a series of connecting HOV lanes.

Our concern is that the northern terminus at Steele Lane will shift traffic congestion north from the SR 12 interchange, and necessitate widening the freeway further north. Figure 3.11-2, *Route 101 Congestion Analysis, 2010 With Proposed Project Scenario*, predicts that new congestion will result just north of this area as a result of the project. The DEA mentions that a separate project that will add two new HOV lanes is currently being planned from Steele Lane to Windsor, the next town north of Santa Rosa. The independent utility of these two projects is not clear.

Another concern is that included in the description of the proposed project on page 2-4, two structures along Route 101 that span over Fourth and Ninth Streets respectively, will be widened to eight lanes. This is inconsistent with the rest of the project description, widening this stretch to six lanes. Is there a long-term plan, beyond the current horizon, to widen the corridor to eight lanes?

Recommendation:

The final EA should identify the design year for the project, as well as establish its independent utility with respect to the need for HOV lanes north of Steele Lane, to Windsor. Clarification should be provided about why some of the viaduct/bridge structures are being designed for eight lanes and some for six.

FAC-01i

FAC-01j

FAC-01k

Impact Assessment for the No Build Alternative

Page 2-1 of the DEA says that the No Build alternative and the proposed project were the only alternatives selected for detailed environmental study. While the DEA assesses various environmental effects associated with the proposed action, there was no assessment of ongoing impacts associated with the existing freeway (the base line) or whether these would be different in the design year under the No Build scenario. The consideration of a no action alternative is important because it provides a benchmark, enabling decision makers to compare the magnitude of *environmental* effects of the action alternatives (see CEQ 40 Questions, #3).

Recommendation:

The environmental impacts from the No Build Alternative should be evaluated in the final EA. The final EA should provide an estimate of the vehicle miles traveled (VMT) within the study area, and compare it to the forecast VMT for the design year of the project, both with and without the project improvements. As part of this process, the final EA should identify the important assumptions contributing to the travel model, such as the hours of HOV lane operation and the occupancy requirements, as well as induced travel demand from adding two new lanes. The results from comparing current VMT

FAC-01l

FAC-01m

levels with forecast VMT levels both with and without the project will be useful in evaluating the effects of the project on travel patterns, local air emissions, and stormwater quality.

Air Quality

Sensitive Populations

The DEA should have identified locations in close proximity to the freeway where sensitive populations might be exposed to the increased air pollution from the freeway. Page 3-28 (which is in the section describing noise impacts), identifies three schools and three community parks located within the study area. In particular, the Luther Burbank Elementary School yard abuts the existing freeway margins, and will lose a portion of its land to the freeway expansion. EPA is concerned that the proximity of the freeway in this dense urban corridor may increase the incidence of adverse respiratory ailments to sensitive populations close to the freeway. We are concerned that the project may result in increased levels of:

- hazardous air pollutants (air toxics) that are generated from trucks and cars,
- suspended particulate matter, both PM-10 and PM-2.5, from vehicular traffic, and
- suspended particles from ground disturbance and diesel emissions during project construction.

Recommendation:

The final EA should address sensitive populations within the study area, such as schools and community parks, that might be particularly susceptible to toxic air emissions and suspended particulate matter. It should assess the effects of both the No Build and preferred alternatives and in any case, identify and implement mitigation measures that can reduce these effects, if possible. Commitments to use low emission construction equipment could further mitigate potential impacts.

FAC-01n

PM-2.5 Monitoring

Table 3.4-2 entitled, *Ambient Air Quality at the Santa Rosa Air Monitoring Station*, is informative. However, it lacks monitoring information about PM-2.5. PM-2.5 is a criteria pollutant which is closely tied to the occurrence of some respiratory ailments. This information should be included as well.

Recommendation:

EPA encourages Caltrans to incorporate into the table, results of PM-2.5 monitoring and compare them to the 24-hour and annual standard. We request this because, a) attainment classifications will be established within the near future and b) the local area has exceeded State thresholds for PM-10, indicating that there are somewhat elevated levels of particulate matter.

FAC-01o

Water Quality

Stormwater in much of the project area drains into Santa Rosa Creek and other tributaries of the Laguna de Santa Rosa, which is listed as an Impaired Water under Section 303(d) of the

Clean Water Act. The Laguna de Santa Rosa is impaired, in part, because it receives excessive amounts of sediment. The proposed project will increase impervious surface area within the project limits by 20 acres (page 3-3), draining into unlined ditches which ultimately empty into local receiving waters that drain into the Laguna de Santa Rosa. During project construction, much existing vegetation will be removed and there will be new exposed ground resulting in more sediment laden runoff.

The DEA indicates that Caltrans will implement and abide by the Best Management Practices that will be dictated in their National Pollutant Discharge Elimination System (NPDES) permit, which they will obtain from the North Coast Regional Water Quality Control Board. Some of these practices will require the construction and maintenance of sediment detention basins to capture loose sediment. No project specific information is offered about where these may be located. Given the built-out nature of the construction corridor for this project and the tight right-of-way margins, EPA is concerned that there be sufficient space for adequate treatment of surface runoff both during project construction and operation. Deferring the development of details pertaining to this important function to a later time and regulatory process does not demonstrate that there will not be further degradation of water quality.

Recommendation:

The final EA should provide specific commitments regarding the best management practices that will be implemented to satisfy the requirements of the NPDES permit and prevent the incremental contribution of pollutants to impaired receiving waters, both from the construction and the operation of the proposed project. Ideally, Caltrans should identify and implement all opportunities to reduce current stormwater pollutants draining into waters tributary to the Laguna de Santa Rosa from Route 101.

FAC-01p

Response to Comment FAC-01**Lisa B. Hanff – Environmental Protection Agency**

Comment Number	Response
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FAC-01h	<p>Please see Chapter 4 (Cumulative Effects) for an expanded cumulative impact assessment. Table 4-1(b) shows non-highway projects and their potential to contribute to cumulative impacts. Please note that the HOV-widening project between Novato and Petaluma is not expected to be built by Year 2020. That project, known as the Marin-Sonoma Narrows, is not included in the financially-constrained Regional Transportation Plan, so it is uncertain whether it will ever be built.</p>
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Concerning the potential of the project to induce population growth in Santa Rosa and Windsor, please see Chapter 3.7.1.4 for a discussion of how the proposed project relates to growth inducement. The Caltrans Environmental Handbook states that “Caltrans projects are designed to facilitate planned growth in accordance with local and regional plans and policies...[and] to accommodate existing traffic and traffic projected to be generated by planned growth.” “Caltrans projects ... are not designed with excess capacity that could induce unplanned growth during the twenty year period following completion.” (Caltrans 1997)

The current four-lane freeway was constructed in the sixties. Traffic has increased in the intervening years, and currently congestion causes delays between 9 and 12 minutes during the peak hour. Between 1980 and 2000, the population of Santa Rosa increased by 56% and the population of Santa Rosa and the surrounding areas is projected to increase another 31% in the next 20 years (Dyett and Bhatia 2001). Between 1990 and 2000, Windsor grew by 70%. The current HOV project is designed to encourage carpool formation, to support transit operations, and to reduce existing congestion. Total traffic delay is expected to be reduced by six to twelve minutes for HOV users.

There is no evidence that an HOV lane would encourage amendments to the cities’ or county’s general plan Urban Growth Boundaries, and thus induce growth. The growth rates noted above occurred absent any highway improvements, and there is no indication that declining to construct an HOV lane would prevent future growth from occurring at the rates predicted.

FAC-01i	The design year of the project is 2030.
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FAC-01j The State Route 12 / 101 interchange and the Steele Lane interchange are logical termini for the proposed HOV widening. On the south end, the Route 12 interchange is at the northern end of a similar HOV widening project that was completed in November 2002. The Steele Lane interchange represents the edge of intense urban development in Santa Rosa. A high number of vehicles enter or exit the freeway between these termini.

The need for congestion relief exists between Route 12 and Steele Lane, regardless of whether any projects are undertaken to the north. The project's anticipated effectiveness at reducing delays demonstrates its usefulness as a stand-alone project. Please see Chapter 3.11 (Traffic / Transportation) for a discussion of how the proposed project is projected to reduce congestion in Santa Rosa.

FAC-01k Structures described as having eight lanes include six through-lanes and two auxiliary lanes (lanes that enter then exit at the next interchange). Text has been added to Chapter 2.3.2 to clarify this configuration.

FAC-01l Please see Chapter 3.14 for an evaluation of the environmental impacts of the No Build Alternative.

FAC-01m The Travel Demand Model used to analyze this project forecasts the following VMTs for the 2030 design year. Also included are the model's estimates for base year 2000 VMTs. The project area includes Route 101 within the project limits plus nearby local streets. While the VMT for the Project Area is forecast to be slightly higher with the project, the VMT totals for Sonoma County are lower with the project. Once the project is in place, some travelers would not be forced to use circuitous routes to avoid traffic congestion. Also, the HOV lane would encourage car pooling. Together, these shifts in travel behavior would reduce VMTs in the larger area.

Year	VMT in Project Area	VMT in Sonoma County
2000	371,902	1,011,457
2030 With Project	476,119	1,492,566
2030 Without Project	470,563	1,500,659

According to these VMT estimates, the project would cause VMT in the Project Area to increase about 1%, while VMT throughout Sonoma County would decrease by about 0.5%. These small changes would not affect the conclusions stated elsewhere regarding local air quality, specifically that carbon monoxide emission is reduced as congestion is

reduced and that freeway travel generates less particulate matter than analogous surface street travel. Similarly, the small differences in VMT would not be associated with major differences in stormwater quality.

The traffic model used for this project was used to forecast the ultimate destination of the vehicles traveling southbound on Route 101 between Windsor and Santa Rosa during the morning peak hour in 2030 if this project is constructed. It projects that, out of a peak-hour volume of 4,370 vehicles, 110 (2.5%) are destined for San Francisco, 132 vehicles (3.0%) are destined for Marin County, and 3950 vehicles (90%) are destined for locations in Sonoma County. Without the project, the same model predicts that, out of a peak-hour volume of 4,271 vehicles, 117 (2.7%) are destined for San Francisco, 132 vehicles (3.1%) are destined for Marin County, and 3990 vehicles (93%) are destined for locations in Sonoma County. All of these projections include commuters as well as vehicles traveling for other purposes.

Travel demand forecasts for these analyses were developed with the expanded Marin County CMA model, with greater zonal structure and network details added for Sonoma County. Projections of traffic volumes in 2030 conducted for this project assume that the projects in the Regional Transportation Plan have been constructed. For HOV operation, the traffic projections assume that the HOV lane will be open to vehicles with two or more occupants. They also assume that the HOV lanes will be operated throughout the peak period when the highway is congested and its operation as an HOV lane would influence driver behavior. The specific hours of HOV operation would be determined shortly before the HOV lanes are opened to traffic in order that actual traffic conditions at that time can be taken into account.

- FAC-01n At the project level at Burbank Elementary School, the only pollutants of concern are carbon monoxide (CO) and possibly diesel particulate matter (PM). The project's CO impacts have been analyzed and show that the project would not cause any CO hot spots. Moving freeway traffic slightly closer to sensitive receptors would not necessarily cause health problems. Since background CO levels are so much lower than ambient air quality standards, as detailed in Chapter 3.4.2, a slight decrease in the distance to the receptors still would not cause CO concentrations at the receptors to reach harmful levels. As for diesel PM, there is currently no quantitative model available to estimate the impacts of diesel emissions. The project should provide a net benefit since the project is expected to reduce congestion levels, thereby reducing the number of acceleration events by diesel trucks. This decrease in diesel emissions would likely more than offset any possible additional exposure caused by shorter distances to receptors.

Construction contractors are required to follow standard dust control practices prescribed in all Caltrans contracts. They must also meet all fugitive dust emission regulations of the local air quality management district. Caltrans currently does not have the legal authority to require contractors to use specific types of construction equipment. A voluntary incentive program to use equipment with lower emissions was recently conducted as a pilot, but it did not generate much interest from contractors.

FAC-01o Summary data for PM 2.5 has been added to Table 3.4-2.

For PM 2.5 there is no generally accepted project-level analysis method, nor is a simple one likely in the short term, due to the complex and still somewhat arguable nature of PM 2.5 formation and dispersion. Federal nonattainment areas are not yet designated, and will not be until some time around the end of 2005 according to EPA statements and published schedules. For practical purposes, regional measures used to reduce ozone precursor emissions from transportation will also reduce PM 2.5. In most areas, a large proportion of PM 2.5 is formed under winter conditions from the same precursors (NO_x and VOC) that form ozone in the summer. A substantial portion of the particulate matter in diesel exhaust falls within the PM 2.5 range, but diesel exhaust particulate matter is normally dealt with as a toxic air contaminant issue. Any emission reductions accomplished for that purpose will also reduce their contribution to PM 2.5.

FAC-01p The proposed freeway widening project will result in more paved area, and, therefore, will increase the amount of runoff from the facility. The amount of increased stormwater will be mitigated by installing larger drainage facilities capable of storing and metering out flows such that there should be only negligible changes in the amount of surface water reaching local receiving waters. However, there may be some noticeable effect during heavy rains and peak flows in nearby streams.

The project widening will increase impervious surfaces by approximately 8 hectares (20 acres). Permanent Control Measures (PCM's) consisting of a bioswale and infiltration basin will be constructed between the Route 12 interchange and Santa Rosa Creek. These measures will treat approximately 12.6 hectares (31.6 acres) of highway roadway (15.6 acres) and slope and vegetated runoff (16.0 acres). Thus, this project will provide a net benefit to water quality by treating approximately 1.6 times more highway runoff area compared to the amount of new impervious surfaces. The infiltration basin will offset minor decreases in ground water infiltration due to the increase in impervious surfaces.

The selection of these measures follows the guidelines established in the Department's State Water Resources Control Board-approved statewide Storm Water Management Plan (SWMP) which is a condition of the Department's Statewide NPDES permit.

Comment SAC-01

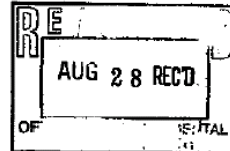
State of California

Memorandum



To: Mr. Robert Grass
Caltrans - District 4
111 Grand Avenue
Oakland, CA 94623

Date: August 25, 2003



From: Robert W. Floerke, Regional Manager 
Department of Fish and Game - Central Coast Region, Post Office Box 47, Yountville, California 94599

Subject: Draft EIR - Highway 101 HOV Widening, County of Sonoma,
SCH #2000102074

Department of Fish and Game (DFG) personnel have reviewed the draft Environmental Impact Report (EIR) for the widening of Highway 101, and we offer the following comments.

The draft EIR has a reference to consultation with DFG concerning mitigation for impacts to oak woodlands that will result from the highway widening. During a field meeting between our departments to evaluate the project's impact, the proposed 1:1 mitigation ratio for lost oaks was discussed. However, to reduce project impacts to a less than significant level, the 1:1 replacement ratio is applicable only within the context of the overall mitigation site. At the field meeting, a possible mitigation site was proposed to DFG by Caltrans. That particular site would be unsuitable for a 1:1 replacement planting ratio since it is surrounded by development and would, therefore, provide reduced resource value. In such a situation, a 5:1 replacement ratio would be appropriate to reduce impacts. A 1:1 replacement ratio will be appropriate only if the proposed mitigation area was prior oak woodland or supported oaks, was adjacent to additional oak woodland and/or riparian habitat, or along wildlife movement corridors. The draft EIR does indicate that Caltrans is looking into appropriate sites and we encourage such site evaluation. If suitable sites for such oak revegetation are not available, higher replacement ratios will be necessary to reduce project impacts.

SAC-01a

DFG recognizes that precise detail is not available to specifically develop mitigation for project impacts to salmonids and riparian habitat at this time. DFG requests that our

SAC-01b

Mr. Robert Grass

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August 25, 2003

biologists be included in impact/mitigation discussions with National Marine Fisheries Service (NOAA Fisheries) biologists in order to address our concerns.

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, DFG may require a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant. Issuance of SAAs are subject to the California Environmental Quality Act (CEQA). DFG, as a responsible agency under CEQA, will consider the local jurisdiction's (lead agency) Negative Declaration or EIR for the project. The CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the agreement. An SSA package is attached.

SAC-01b

If you have questions or concerns, please contact Mr. Fred Botti, Environmental Scientist, at (707) 944-5571; or Mr. Carl Wilcox, Habitat Conservation Manager, at (707) 944-5525.

Attachement

cc: State Clearinghouse
Post Office Box 3044
Sacramento, CA 95812-3044

Response to Comment SAC-01

Robert W. Floerke – Department of Fish and Game

Comment Number	Response
SAC-01a	Caltrans acknowledges that replanting ratios for lost oaks would be developed relative to the habitat characteristics of the selected mitigation site. Caltrans conducted an additional field meeting with DFG in Santa Rosa on October 22, 2003 and will continue to work with DFG to identify appropriate mitigation sites.
SAC-01b	Since the circulation of the Draft EA/EIR, Caltrans has had an additional field meeting with DFG and has provided DFG with the Biological Assessment prepared by Caltrans and the Biological Opinion prepared by NOAA Fisheries for DFG review and comment. Requirements for work within Santa Rosa Creek developed in consultation with NOAA Fisheries and DFG will be incorporated into a Streambed Alteration Agreement as applicable.

Comment SAC-02



Department of Toxic Substances Control

Edwin F. Lowry, Director
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency



Gray Davis
Governor

September 2, 2003

Mr. Robert Gross
State of California
Department of Transportation, District 4
111 West Grand Avenue
Oakland, California 94623

Dear Mr. Gross:

Thank you for the opportunity to comment on the Environmental Assessment/Draft Environmental Impact Report (EA/Draft EIR) for the proposed Route 101 HOV Widening project (SCH# 2000102074) located from State Route 12 to north of Steele Lane in Santa Rosa, California.

Section 3.3.3.2 (Aerially Deposited Lead) states that any materials with lead concentrations that are considered potentially hazardous to either human health or the environment would be handled in accordance with regulatory requirements. This section also states that if regulatory requirements for soil reuse were met, a remediation plan would be prepared for proper reuse of the aerially deposited lead (ADL) material within the project limits. However, this section does not identify the specific regulatory requirements. The Department of Toxic Substances Control issued a variance to the Department of Transportation, District 4, on September 22, 2000 that specifies requirements for lead contaminated soil management and reuse. The EA/Draft EIR should discuss that the regulatory requirements include those specified by the DTSC variance.

If you have any questions, please contact Ted Park of my staff at (510) 540-3805.

Sincerely,

Mark E. Piros, P.E.
Unit Chief
Northern California-Coastal Cleanup Operations Branch

cc: (see next page)

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.

♻️ Printed on Recycled Paper

Mr. Robert Gross
September 2, 2003
Page 2

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Guenther W. Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806


Response to Comment SAC-02

Mark E. Piros – Department of Toxic Substances Control

Comment Number	Response
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SAC-02	Reference to the regulatory requirements specified in the September 22, 2000 DTSC variance has been added to Chapter 3.3.3.2 and the complete variance has been included as an exhibit in Appendix J.
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Comment CC-01

COMMENT CARD				
Name (Please Print)	Alexander Mallonee			
Address (Home)	432 LINCOLN	city	SR	state CA zip code 95401
Authorized Representative (Name of organization or agency)				
Address (Business)		city		state zip code
Comments:	No 1214/1253 Carillo - NUMBERS DON'T EXIST - R-6(831 WASH.) NOT IN CORRECT LOCATION ON PHOTO MAP.			
				
<small>For more comments use reverse side.</small>				


Response to Comment CC-01

Alexander Malloree – Santa Rosa Resident

Comment Number	Response
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CC-01	Table 3.5-2 and Figure 3.5-2B have been corrected. The addresses for 1214 and 1253 Carillo Street have been changed to 1214 and 1253 Ripley Street in Table 3.5-2 and R-6 (831 Washington) has been moved to its correct location in Figure 3.5-2B.
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Comment CC-02


COMMENT CARD			
Name (Please Print)	Denise Hill		
Address (Home)	317 Tenth St	city Santa Rosa	state CA zip code 95407
Authorized Representative (Name of organization or agency)	St. Rose Historic District		
Address (Business)	Same	city	state zip code
Comments:	South bound lanes going over 9th street have uneven pavement causing semi trucks with double trailers to drop enough to create a sonic boom-like explosive noise.		
			
<small>For more comments use reverse side.</small>			

Response to Comment CC-02
Denise Hill – Santa Rosa Resident

Comment Number	Response
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CC-02	Pavement overlay is a component of the proposed project and should correct the uneven pavement condition.
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Comment CC-03

COMMENT CARD			
Name (Please Print)	Joe Lilienthal		
Address (Home)	317 Tenth St	city Santa Rosa	state CA zip code 95401
Authorized Representative (Name of organization or agency)			
Address (Business)		city	state zip code
Comments:	Vertical Curve Correction		
In full support of sound walls, especially between 6th and College Hoping public can help select the style used 			
For more comments use reverse side.			

Response to Comment CC-03
Joe Lillenthal – Santa Rosa Resident

Comment Number	Response
CC-03	As indicated in Chapter 6.1 of the EA/EIR, under the heading Coordination with Local Governments and Stakeholders, aesthetic treatments for proposed soundwalls have been developed through monthly public meetings in coordination with the Santa Rosa City Council, the City Department of Public Works, the Sonoma County Transportation Authority, the Santa Rosa Design Review Board, and Main Street. Also, a soundwall review was held as part of the Open House/Map Review hosted by Caltrans on August 7, 2003 in Santa Rosa.

Comment CC-04

COMMENT CARD


Name (Please Print) Ramona Mooney

Address (Home) 1841 Salem Ave #9 city Santa Rosa state CA zip code 95401

Authorized Representative (Name of organization or agency) member of Sonoma County Bicycle Coalition

Address (Business) _____ city _____ state _____ zip code _____

Comments: As a bicyclist, I do not like riding on College Ave. which has too much traffic but instead would like to see a bike over/underpass from SRJC to Jennings Ave. thru 101. Jennings is a quiet residential street and is better for bicycling. Or Edwards Ave. to Elliott would be good.

 For more comments use reverse side.

Response to Comment CC-04

Ramona Mooney – Santa Rosa Resident


Comment Number	Response
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CC-04	<p>A pedestrian overcrossing (POC) is not within the current project scope. However, a future pedestrian overcrossing in the vicinity of Jennings Avenue is not precluded by the current project design. If funding could be secured by another agency, for instance the Sonoma County Transportation Authority or the City of Santa Rosa, Caltrans would work with that agency to facilitate the development of an overcrossing as a separate project.</p>
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Please also see response to Comment HW-01 for a discussion of proposed bicycle and sidewalk improvements at College Avenue and Steele Lane.

Comment CC-05

lets use the HOV lanes! they rock

COMMENT CARD			
Name (Please Print)	Christine Culver		
Address (Home)	1489 Wright St.	city	Santa Rosa state CA zip code 95404
Authorized Representative (Name of organization or agency)			
Address (Business)		city	state zip code
Comments:	<p>As a driver, resident of Santa Rosa I look forward to the completion of this project. However I also use my bicycle to get around locally. I understand that at the planned under/overpasses bicyclists & pedestrians will be accommodated. But what needs to be implemented is the bike/ped overcrossing from the SRJC to Jennings, this is in the</p> <p style="text-align: center;"> Caltrans</p> <p style="text-align: right; font-size: small;">For more comments use reverse side.</p>		

City of Santa Rosa Masterplan (it is called project 11, Route 37-101 overcrossing). This overcrossing is a very important part of the City's master plan as it will help alleviate congestion & pollution in our City streets. It will give the residents of Santa Rosa more & safer alternatives to an east/west passage. Portland, OR has seen significant bike/ped Daily trip increases (Steel Bridge went from 410 daily trips in 2000 to 1891 daily trips in 2002!) ~~and the new bridge~~ With the possibility of the Smart train going in (! they are doing their EIRs Right Now), the widening of 101 if ~~the~~ SRJC planning on a parking garage this is the time for Caltrans, the City of Santa Rosa, Smart & the Junior College to get together & make the Bike/ped overcrossing a reality. Thank you.


Response to Comment CC-05

Christine Culver – Santa Rosa Resident

Comment Number	Response
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CC-05	Please see response to Comment CC-04.
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Comment CC-06


COMMENT CARD			
Name (Please Print)	Joel Woodhull		
Address (Home)	1301 Ferguson Rd.	city Sebastopol	state CA zip code 95472
Authorized Representative (Name of organization or agency)	Sonoma County Transportation/Land-use Coalit.		
Address (Business)		city	state zip code
Comments:	<p>Bicyclists and pedestrians need to be properly accommodated by over & under crossings. Not only by safe paths through pre-existing crossings, but by additional crossings as well, where they should have been built but were omitted.</p> <p>If might be supposed that since this deficiency (too few crossings)</p>		
			

Response to Comment CC-06
Joel Woodhull – Sebastopol Resident

Comment Number	Response
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CC-06	Please see response to Comment CC-04.
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Comment CC-07

COMMENT CARD			
Name (Please Print)	CURT GRONINGA		
Address (Home)	C/O Santa Rosa JC	1501 MEXXOOLINO S.R.	954d
Authorized Representative (Name of organization or agency)	V.P. SRJC		
Address (Business)		city	state zip code
Comments:	① Sound wall needed ARIZONA FROM Steele Lane South		
			
For more comments use reverse side.			

Response to Comment CC-07

Curt Groninga – Santa Rosa Resident

Comment Number	Response
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CC-07	<p>In 2000, Santa Rosa Junior College requested that Caltrans consider a soundwall along Armory Drive because classroom instruction occurs nearby and is disrupted by noise. Caltrans personnel visited the location and determined that although noise is sufficient to merit abatement, the architecture of the building is such that a soundwall could not be of a sufficient height to achieve the required 5 dBA noise reduction. Therefore, the requested soundwall does not meet the criteria for implementation of a reasonable and feasible noise attenuation wall (see Chapter 3.5.2.3).</p>
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Comment HW-01

TO CALTRANS
CITY OF SANTA ROSA

FR. RICHARD CANINI
2159 RIESLING
SR CA 95403

RE 101 WIDENING.

THE EXISTING UNDER CROSSING
(EQ. STEEL LANE) SIDE WALKS ARE
HORRID! 3RD, 8TH, 9TH & COLLEGE SIMILAR
AT STEEL LANE THE SIDEWALK
IS ABOUT 5 FT. THERE ARE SEVEN
LANES OF TRAFFIC (84 FT?) PEDEST-
RIANS ARE SQUEEZED BTWN LARGE
FAST MOVING TRUCKS AND A CONCRETE
WALL. THAT IS NOT GOOD. WE NEED
A SAFETY BARRIER (K-TRAIL) BETWEEN
PED'S AND TRAFFIC WE NEED ROOM
FOR A WHEEL CHAIR & BABY CARRAGE
TO PASS EACH OTHER. BENCHES, GRASS,
TREES, BUSHES, AND WATER FOUNTAINS
WOULD BE NICE. THE APPIAN WAY
(BUILT IN 300 BC) HAS GRASS, TREES AND
FOUNTAINS, WHAT IS OUR SOCIETY BUILDING
DOES NOT. CAN YOU BUILD AS GOOD AS
THE ANCIENT ROMANS? I THINK YOU CAN

Response to Comment HW-01

Richard Canini – Santa Rosa Resident

Comment Number	Response
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HW-01	While a width of 5 feet is the Caltrans statewide standard for sidewalks, our project proposes:
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- 10-foot sidewalk widths between ramp terminals for Sixth Street and College Avenue; and
- 10-foot sidewalk width on the north side of Third Street from under the bridge to the local street terminal at Morgan Street (east side). (The City of Santa Rosa is currently working on a separate project to conform to the proposed sidewalk on the west side of the bridge.)

In addition, in response to this comment and in consultation with the City of Santa Rosa and the Main Street Organization, the project has been modified to include 7-foot sidewalk widths between ramp terminals for Steele Lane.

Regarding barriers along sidewalks, the project provides bicycle lanes that are at least 5 feet wide at Sixth Street and College Avenue, and shoulders for future bicycle lanes that are at least 5 feet wide at Third Street and Steele Lane. This will provide some separation between the proposed sidewalk and moving vehicles.

Regarding your recommendations for landscaping, benches, and drinking fountains, we encourage you to raise this issue with the City of Santa Rosa. The City may be able to incorporate these recommendations into any improvement plans they may have for local parks and city streets/sidewalks.

Comment HW-02

My name is J. M. Eunice

I am chair of the Santa Rosa Pedestrian and Bicycle Advisory Committee.

the second purpose and need is to maintain and improve Transportation linkages.

Yet, I see no Bicycle/Pedestrian bridge from the Junior College to Jennings. this proposed bridge is on the Santa Rosa master Plan; it would greatly improve bicycle and pedestrian transportation across the 101 barrier at the place it is most needed.

The time has come for Caltrans to assume responsibility for blocking east and west bound bicycle and pedestrian traffic with 101. this bridge would greatly mitigate the Transportation damage done by 101.

J. M. Eunice

Response to Comment HW-02

J.M. Eunice – Santa Rosa Pedestrian and Bicycle Advisory Committee

Comment Number	Response
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HW-02	Please see response to Comment CC-04.
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Comment ICO-5

Environmental Defense
5655 College Ave. - Suite 304
Oakland, CA 94618

Caltrans, ATTN Robert Gross
Office of Environmental Analysis
P.O. Box 23660
Mail Station 6F
Oakland, CA 94623

September 3, 2003

Re: Santa Rosa 101 HOV Widening

Cost-Effectiveness and Congestion Reduction

This project appears to be similar to the project analyzed in MTC's Blueprint report for 101 from Santa Rosa to Petaluma. The project appears not to be cost effective. MTC's analysis indicates that the more southerly 101 project would reduce delay by 72,000 hours in 2020 and cost \$3.6 million per year. Thus, the cost per hour of delay reduced for the project is \$50 per hour. US DOT specifies that the highest reasonable cost per hour of time for local travel is \$13.40. (http://ostpxweb.dot.gov/policy/safety/VOT_Guidance_Revision_1.pdf). Thus, the project costs nearly 4 times the maximum value that DOT says is reasonable.

Part of the problem may be that the Environmental Assessment (EA) shows the project won't be very effective. The EA indicates that congestion would worsen for several of the possible directions and vehicle types (mixed flow AM southbound, northbound PM HOV, southbound PM show a greater congested area).

ICO-5a

While it is possible that there are other benefits from the project, none are substantiated. There are claims that the project will improve safety. However, the project is of a type shown in several studies to actually decrease safety. (<http://www.cts.cv.ic.ac.uk/staff/wp22-noland.pdf>, <http://www.vtpi.org/tdm/tdm64.htm>, "Traffic Safety Programs".) Fatalities appear to increase on roads that are wider and straighter, crashes and deaths appear to increase on roads with more lanes, and deaths increase on roads with wider lanes. In addition, the MTC report does not account for construction delays and it certainly does not account for all sprawl inducement and induced travel that the project would create. In addition, the reduction in delay for 2020 would not be as great for earlier years. Thus, even the \$50 per hour cost calculated above is an underestimate.

ICO-5b

Caltrans should estimate the delay reduction for at least a couple of different years, such as 2010 and 2025, and calculate the cost per hour saved. Then Caltrans should explain why, if it believes so, the project makes sense to implement.

The analysis done of this corridor for MTC and Sonoma County (U.S. 101 Variable Pricing Study) indicated that High Occupancy Toll Lanes ("HOT Lanes"), which allow low-occupancy vehicles to access high occupancy lanes with excess capacity for a fee, would provide better performance. Caltrans should analyze HOT Lanes as an alternative to the proposed project.

IC0-5c

Air Quality

This project appears very likely to increase air pollution in the surrounding area. Construction will create emissions of air toxics and particulates. EPA's NONROAD model provides toxics emissions projections from construction and the AP-42 model does for particulates. Increased travel on the route will also increase pollution. EPA's model indicates that with newer, cleaner vehicles emissions increase at lower speeds than previously thought. NOx emissions increase on freeways at speeds anywhere above 15-20 miles per hour and VOC emissions increase at speeds above 30-35 mph. Thus, increased speeds will probably also increase emissions.

IC0-5d

The EA says that no appreciable amount of new traffic and VMT is expected and that therefore no additional PM-10 problems are anticipated (p. 3-25). No basis is provided for this claim. No information is given on what model was used for analysis or what assumptions were used. Given the nature of the project the claim is extremely questionable. It should be removed unless analysis is done which evaluates and supports the claim.

Key factors which tend to lead to high levels of induced travel are present in this case. The best estimate is that for any increase in capacity an average increase of VMT of 50-90% of the added capacity will occur in 5-10 years. Some studies have concluded that levels can reach or exceed 100%. But this project is likely to be higher than average because:

IC0-5e

1. There is a high level of congestion now, which increases induced travel (Transportation Research Board, Special Report 245, "Expanding Metropolitan Highways: Implications for Air Quality and Energy Use," 1995, p. 221); and
2. The location is conducive to increasing sprawl development by increasing access to jobs and shopping where there is appreciable developable land at relatively low prices (TRB Special Report 245, pp. 222 ff: "The greatest probability of large development and travel impacts occurs where major highway capacity additions provide access to developable land in outlying suburban areas").
3. Induced travel effects have been found to be very high in the Bay Area, higher than any

other area in California (Mark Hansen and Yuanlin Huang, "Road Supply and Traffic in California Urban Areas," *Transportation Research A*, Vol. 31, No. 3, 1997, pp. 205-218).

FHWA (<http://www.fhwa.dot.gov/steam/doc.htm>) identifies the following six sources of induced travel, which should be addressed:

1. An increase in person trip productions related to development
2. An increase in person trip attractions related to development
3. An increase in number of daily motorized person trips per development unit
4. An increase in average motorized person trip distance
5. An increase in share of person travel by private motorized vehicles
6. A shift in vehicle travel to improved facilities from unimproved facilities within a corridor or to an improved corridor due to diversion of traffic from other corridors.

The likely changes in residential and commercial development and induced travel would be likely to significantly increase travel in this area and therefore air pollution. This should be addressed.

Thank you for your attention.

Sincerely,

Dan Kirshner
Senior Economic Analyst

Response to Comment ICO-5**Dan Kirschner – Environmental Defense**

Comment Number	Response
ICO-5a	Please see Chapters 1.2.2 (Need) and 3.11 (Traffic / Transportation) for a discussion of how the proposed project is projected to reduce congestion in Santa Rosa. Traffic projections for Year 2030, not available in the June 2003 Draft EA/EIR, identify delay reductions in both directions for both the AM and PM peak periods, particularly for HOV users.
ICO-5b	Assertions made in the referenced documents can't be generalized to the proposed project. Most of recorded accidents in the project area are of types related to congestion, such as rear-end collisions. Reducing congestion is anticipated to reduce rates of these accidents.
ICO-5c	In 1998, the Sonoma County Transportation Authority (SCTA) and MTC initiated a study of HOV/Toll Lanes (Parsons et al. 1999) . As defined in the study, use of HOV/Toll lanes is restricted to vehicles meeting the definition of High Occupancy Vehicles and to users who pay a toll. (As envisioned in the SCTA/MTC study, HOV's would not be charged a toll.) These HOV/Toll Lanes, also known as "HOT" lanes, have been implemented in California, in other areas of the country, and abroad. As envisioned in the study, there would be a single HOT lane in each direction separated from the mixed flow traffic. Drivers would pay tolls by means of electronic toll readers, similar to "FasTrak" readers used at certain toll bridges in the region. The draft report of the SCTA/MTC study, issued in September 1998, predicted that a HOT lane would improve overall corridor performance. However, this study alternative was not advanced for detailed study in this environmental document, because HOT lanes are not on the list of transportation priorities forwarded by Sonoma County jurisdictions. For a HOT lane proposal to be feasible, a number of actions would need to take place prior to its implementation. Enabling legislation would be required allowing operation of a toll lane; MTC would need to amend the Regional Transportation Plan; the public would need to accept the concept; and additional funding would be required. Consequently, the HOT lane concept was not considered as a feasible alternative to this project.
ICO-5d	The Bay Area Air Quality Management District currently has no thresholds of significance that would be applicable to freeway

construction sites in regard to air toxics. While we could predict emission levels (and possibly even microscale levels) and perform a risk analysis for each toxic substance, such a study would be inconclusive since there is no 'standard' to compare the results against. The case is similar for particulate matter. While some evaluation tools are available, there is no accepted procedure for evaluating impacts due to particulate matter during construction.

Recent research sponsored by Caltrans (Eisinger *et al* 2002) on vehicle emissions indicates that emission rates for most pollutants tend to level off at higher speeds, or at least do not increase substantially. Overall emissions are highest when there is a high level of traffic congestion, accompanied by a large number of sudden accelerations. Since the project will relieve congestion levels, emissions of most pollutants, especially carbon monoxide (CO), would likely be lower. The only exception might be oxides of nitrogen (NOx), which may increase slightly at higher speeds. But NOx emissions are not a concern at the project level, because NOx does not cause localized hot spots as CO does. NOx is a precursor to ozone, the impact of which has already been modeled with regional analyses, conducted as part of the conformity determinations for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Please see response to Comment FAC-01m for VMT forecasts and modeling assumptions.

- ICO-5e If improvements increase a highway's travel speed, the peak period traffic using the highway will likely increase. This is due to at least six separate factors.
1. Route changes – Some travelers that previously did not use the highway will modify their routes to use the improved highway. For these travelers, the quickest route to their destination did not include traveling on the highway before the improvement, but does after the highway is improved and its travel speeds are increased.
 2. Departure time changes – Some travelers will have been shifting the time that they begin their trips in order to avoid congested highway conditions during peak travel periods. Once the facility is improved and congestion decreased, some travelers will shift their travel back to their preferred time during the peak periods and peak period travel will increase.
 3. Mode Shifts – Improved travel speeds along the improved highway will make it more attractive to travelers and some travelers will change from alternative travel modes and begin driving on the improved facility.

4. Destination Changes – Some travelers will take advantage of improved travel speeds along the improved highway to travel to more distant destinations than they otherwise would have.
5. Additional Trips – Because of the improved travel speeds along the improved highway, some trips that would have otherwise not been taken will be taken.
6. New development/Additional Land Use – In time, improved travel speeds along the highway may encourage additional development along the highway. Trips to and from the development will increase the traffic on the highway.

The first factor, route changes, does not represent additional travel. Rather, it represents travelers shifting the route for their trips. These routes may be longer or shorter than those taken before the highway improvement. Vehicles taking a freeway rather than local streets will likely have a more uniform travel speed with fewer stops and starts. This should decrease the amount of air pollution created by the vehicle. Environmental Defense stated in their comments, “There is a high level of congestion now, which increases induced travel.” It is correct that in highly congested area, more travelers will find it advantageous to shift from other routes to take advantage of added capacity on an alternative route. This largely explains what Environmental Defense calls “increased induced travel in congested areas.” Route changes and their effect on VMT have already been taken into account in the travel models used for this project. This explains why calculated VMT increases in the project area but decreases throughout Sonoma County.

The second factor, departure time changes, also does not represent additional travel. It simply represents travelers who choose to travel at different times. This factor is not explicitly accounted for in the traffic model used for this project but should have no effect on the total VMT.

The third factor, Mode Shift, also does not represent additional travel. However, it could represent additional motor vehicle travel as travelers shift their travel mode to motor vehicle travel. However, in Santa Rosa this effect is limited because comparatively few travelers use mass-transit or non-motorized vehicle modes so there is a limited pool of trips that can be shifted to motorized vehicle modes. In addition, this project will be adding only High Occupancy Vehicle (HOV) Lanes. There will be some improvement in Single Occupancy Vehicle (SOV) travel times because of HOVs diverted into the HOV lanes, but most of the improved travel times during peak hours will be available only to HOV users. This will encourage HOV use (and potentially bus transit) and help to reduce the

number of Single Occupancy Vehicles on the highway. The traffic model used to analyze this project's traffic volumes includes a "mode split" step that models these effects.

The first three factors that represent increases in the number of vehicles using the highway during peak periods do not represent "induced travel." Rather they represent decisions by travelers concerning where and how they will make trips. The fourth and fifth factors, destination changes and additional trips, represent induced travel. Neither of these is accounted for in most traffic models, including the one used to analyze the traffic effects for this project. There is controversy concerning the relative contribution of induced travel to the total traffic volume; however, recent research indicates that the contribution is small. (Barr 2000) (Cervero 2003) (Trantech Management, Inc. & Hagler Bailly 2001) (Hartgen, 2003) One very recent study in California, which examined the question of induced travel through comparison of improved and unimproved highway segments, found no statistical difference between the improved and unimproved segments and thus "no evidence of induced demand" (Mokhtarian, et al 2002:214; Handy 2003).

The sixth factor, induced travel from new development/additional land use, typically applies where a new highway is constructed in an undeveloped area. By contrast, Route 101 is a well-established corridor through Sonoma County and the project area encompasses City of Santa Rosa land already highly developed and densely populated. Historic growth in Sonoma County is attributable to many factors unrelated to any highway improvements, in particular, the vitality of the local and regional economy and the area's proximity to nearby recreational resources. Moreover, limitations on growth are tied to infrastructure restraints (e.g., water and sewer service) and, most notably, to local land use controls. The General Plans for the City of Santa Rosa and for Sonoma County both contain strong policies against urban sprawl and each favors maintaining urban boundaries and protecting agricultural and sensitive environmental resources. There is nothing to indicate that either the City of Santa Rosa or Sonoma County would amend its General Plan in response to the proposed HOV lane. Additionally, there is nothing to indicate that any proposed development is dependent on completion of the HOV lane.

Comment PMT-01

COMMENTS BY MS. LAURA GRAHAM

- - -

THE COURT REPORTER: Would you like to state your name and address?

MS. GRAHAM: Laura, L-a-u-r-a, Graham, G-r-a-h-a-m, 5305 San Luis, L-u-i-s, Avenue, and the zip is 95409.

I want to know if they're going to chop down all the redwood trees that were planted along there in order to widen it.

And I still think that we should have 101 going to the west of town, between Sebastopol and Santa Rosa, and this would be business route this way, and get all that traffic off the road.

I mean, it's bad all the way now; but, still, it would be a heck of a lot better than what it is now -- because we've learned from the three lanes that they've got down here now, there's practically nobody in the diamond lane, and it's still all jammed up until you get to the Novato Narrows that widens up. But who am I?

- - -

COMMENTS BY RICHARD CANINI

- - -

THE COURT REPORTER: Would you like to state your name and address?

Response to Comment PMT-01

Laura Graham

Comment Number	Response
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PMT-01	Redwood and other trees and shrubs will be removed to make room for the added traffic lanes. Because the State right of way is limited, this will result in a reduction in landscape plants. Caltrans will replace as many trees and shrubs as space and safety setback requirements allow. The sound walls and retaining walls, where possible, will be extensively planted with vines both to visually screen them and also to deter graffiti.
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Comment PMT-02

COMMENTS BY MS. LAURA GRAHAM

- - -

THE COURT REPORTER: Would you like to state your name and address?

MS. GRAHAM: Laura, L-a-u-r-a, Graham, G-r-a-h-a-m, 5305 San Luis, L-u-i-s, Avenue, and the zip is 95409.

I want to know if they're going to chop down all the redwood trees that were planted along there in order to widen it.

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- - -

COMMENTS BY RICHARD CANINI

- - -

THE COURT REPORTER: Would you like to state your name and address?

1 MR. CANINI: My name is Richard Canini,
2 C-a-n-i-n-i, 2159 Riesling, Santa Rosa, 95403.

3 I'm concerned about the undercrossings,
4 particularly for pedestrians, wheelchairs, baby carriages.

5 I just walked Steele Lane under 101 as a most
6 unpleasant and unsafe feeling experienced. The sidewalk is
7 only five feet wide. There was seven lanes of traffic, but
8 only five feet is given to pedestrians. It's just too
9 narrow. Pedestrians are forced between large, fast-moving
10 vehicles and a concrete wall. Should a car go out of its
11 way, a pedestrian has very little chance of surviving. I
12 think this is a hazardous situation.

13 I suggest that a barrier, K-rail type, be
14 installed between the traffic and the pedestrians, and that
15 the sidewalk be wide enough to accommodate a wheelchair and
16 a baby carriage simultaneously.

PMT-02a

17 It would be nice if there was some greenery and
18 landscaping other than asphalt and concrete. It would be
19 nice if there was a bench. It would be nice if there was a
20 water fountain.

PMT-02b

21 Now, there are water fountains available that
22 provide for people to drink, and they have a cup at the
23 bottom for pets and other animals to drink from. It would
24 be nice to have a few of those installed.

25 I think a similar situation as the painting at

1 Third and Ninth Streets and College Avenue, the same
2 situation should be addressed there.

3 Okay. One other comment, the off-ramp 101
4 off-bound to Steele Lane eastbound is very confusing. It's
5 hard to tell whether it's one to two lanes, and in addition
6 there's a pedestrian crossing there, another hazard for
7 people. I think that should be looked at.

8 So, in general, I don't think pedestrians have
9 been given enough consideration in this project. I don't
10 think pedestrians are ever given enough consideration by the
11 automotive industry, and we need wider, safer, cleaner,
12 friendlier pathways.

13 Thank you.

14 - - -

15 COMMENTS BY MR. AL KAMAELE

16 - - -

17 MR. KAMAELE: Al Kamahale, K-a-m-a-h-e-l-e,
18 404 Carillo Street, obviously, Santa Rosa.

19 And my comment is that the sound wall along Armory
20 Drive, the east side of 101, is inadequate the way it is,
21 and now we're proposing to increase the capacity for
22 traffic. That sound wall needs to be revisited in terms of
23 height and effectiveness, the whole length of Armory Drive
24 as it faces the freeway there on the frontage road.

25 Let me make one more comment. I'm on the Cultural

Response to Comment PMT-02a and PMT-02b
Richard Canini – Santa Rosa Resident

Comment Number	Response
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PMT-02a	Please see response to Comment HW-01.
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Regarding pedestrian safety at the Steele Lane off-ramp, as part of the scope of work proposed for this area of the project, the pedestrian islands will be removed, and the cross walks as well as the walk signal buttons will be redesigned and located in a way that will provide safe crossings for pedestrians.

PMT-02b	Please see response to Comment HW-01.
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Comment PMT-03

1 Third and Ninth Streets and College Avenue, the same
2 situation should be addressed there.

3 Okay. One other comment, the off-ramp 101
4 off-bound to Steele Lane eastbound is very confusing. It's
5 hard to tell whether it's one to two lanes, and in addition
6 there's a pedestrian crossing there, another hazard for
7 people. I think that should be looked at.

8 So, in general, I don't think pedestrians have
9 been given enough consideration in this project. I don't
10 think pedestrians are ever given enough consideration by the
11 automotive industry, and we need wider, safer, cleaner,
12 friendlier pathways.

13 Thank you.

14 - - -

15 COMMENTS BY MR. AL KAMAELE

16 - - -

17 MR. KAMAELE: Al Kamahale, K-a-m-a-h-e-l-e,
18 404 Carillo Street, obviously, Santa Rosa.

19 And my comment is that the sound wall along Armory
20 Drive, the east side of 101, is inadequate the way it is,
21 and now we're proposing to increase the capacity for
22 traffic. That sound wall needs to be revisited in terms of
23 height and effectiveness, the whole length of Armory Drive
24 as it faces the freeway there on the frontage road.

25 Let me make one more comment. I'm on the Cultural

PMT-03

PMT-03

1 Heritage Board for the City of Santa Rosa. I have not
2 received notice of this sort of meeting. I only heard about
3 it through a meeting last night. So the Cultural Heritage
4 Board seems to need to be on the mailing list.

5 THE COURT REPORTER: Would you like to state the
6 address of the Cultural Heritage Board?

7 MR. KAMAHELE: City Hall, Santa Rosa. What is it,
8 100 Santa Rosa Avenue. Thanks.

9 - - -

10 COMMENTS BY MR. VERN CALSY

11 MR. CALSY: Vern Calsy, C-a-l-s-y, 1414 Manhattan
12 Way, Santa Rosa.

13 I guess the concern I have is when you are doing
14 all of this construction on Steele Lane and College, are
15 these houses -- these streets going to be closed so that
16 people who live on the west side have to get all the way
17 around Third, somewhere else? I don't see how they can do
18 what they're suggesting without closing those streets
19 completely. That's a concern for both Steele Lane and West
20 College or College. Make sense? That's the only thing that
21 I can see right now that affects me personally.

22 They're going to change it from an existing two to
23 almost an existing four at the highway, at Highway 12, to
24 allow two left turns, but that's an awful lot of
25 construction. I don't see how they can do it without

Response to Comment PMT-03

Alma Kamahele – Santa Rosa Resident

Comment Number	Response
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PMT-03	<p>There is an existing 4.9m (16') soundwall along Armory Drive from Carrillos Street. Chapter 3.5.2 describes the reasoning used in determining where to include soundwalls in a Caltrans project. According to that methodology, the existing soundwall provides for more than adequate protection from freeway noise to existing homes along Armory Drive. Any additional height increase would require a design exception to existing noise barrier height protocol. Further, a higher wall would not provide any noticeable reduction in noise. Finally, increasing the height of the wall would not meet the reasonable and feasible criteria established in Chapter 3.5.2 referenced above.</p>
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The Cultural Heritage Board has been added to the environmental distribution list.

Comment PMT-04

1 Heritage Board for the City of Santa Rosa. I have not
2 received notice of this sort of meeting. I only heard about
3 it through a meeting last night. So the Cultural Heritage
4 Board seems to need to be on the mailing list.

5 THE COURT REPORTER: Would you like to state the
6 address of the Cultural Heritage Board?

7 MR. KAMAHELE: City Hall, Santa Rosa. What is it,
8 100 Santa Rosa Avenue. Thanks.

9

- - -

10 COMMENTS BY MR. VERN CALSY

11 MR. CALSY: Vern Calsy, C-a-l-s-y, 1414 Manhattan
12 Way, Santa Rosa.

13 I guess the concern I have is when you are doing
14 all of this construction on Steele Lane and College, are
15 these houses -- these streets going to be closed so that
16 people who live on the west side have to get all the way
17 around Third, somewhere else? I don't see how they can do
18 what they're suggesting without closing those streets
19 completely. That's a concern for both Steele Lane and West
20 College or College. Make sense? That's the only thing that
21 I can see right now that affects me personally.

22 They're going to change it from an existing two to
23 almost an existing four at the highway, at Highway 12, to
24 allow two left turns, but that's an awful lot of
25 construction. I don't see how they can do it without

PMT-04

1 diverting traffic for quite a while, you know, on some of
2 the other streets.

3 That's all I can think of, or that's the only
4 thing that affects me personally right now.

5 THE COURT REPORTER: Thank you.

6 - - -

7 COMMENTS BY MR. CARL LARSEN and MRS. IRMA LARSEN

8 - - -

9 MR. LARSEN: My name is Carl, with a C, Larsen,
10 L-a-r-s-e-n, 707 Elliot Avenue, Santa Rosa 95441.

11 We are here mainly because the area they're
12 building that we live in has not been designated to have a
13 sound wall, and I was -- I would like to have it re-tested,
14 something that -- a test closer to my house, because it's
15 very noisy -- if possible.

16 THE COURT REPORTER: Would you like to comment
17 too?

18 MRS. LARSEN: That was about it. We'd like to
19 have a sound wall.

20 THE COURT REPORTER: And would you like to state
21 your name?

22 MRS. LARSEN: Irma, I-r-m-a, Larsen.

23 Thank you.

24 - - -

25 / / / / / /

Response to Comment PMT-04
Vern Calsy – Santa Rosa Resident

Comment Number	Response
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PMT-04	The only complete closures of College Avenue and Steele Lane will be overnight closures to allow for bridge demolition and erection/removal of falsework for bridge construction. There will be longer term lane closures to do most other construction activities. Two lanes in each direction will be maintained at minimum during the construction period for both College and Steele.
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Comment PMT-05

1 diverting traffic for quite a while, you know, on some of
2 the other streets.

3 That's all I can think of, or that's the only
4 thing that affects me personally right now.

5 THE COURT REPORTER: Thank you.

6 - - -

7 COMMENTS BY MR. CARL LARSEN and MRS. IRMA LARSEN

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17 too?

18 MRS. LARSEN: That was about it. We'd like to
19 have a sound wall.

20 THE COURT REPORTER: And would you like to state
21 your name?

22 MRS. LARSEN: Irma, I-r-m-a, Larsen.

23 Thank you.

24 - - -

25 / / / / / /

PMT-05

Response to Comment PMT-05

Carl and Irma Larsen – Santa Rosa Residents

Comment Number	Response
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PMT-05	The residence at 707 Elliott Ave is located about 3 blocks back from the freeway. The front row of structures adjacent to the freeway is primarily office/commercial. The future peak noise level this area is expected to be 61 dBA, Leq(h), which is less than the NAC (B) of 67 dBA, Leq(h). Therefore, no noise abatement (soundwall) is being considered at this location.
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Comment PMT-06

COMMENTS BY MS. ANDREA RODRIGUEZ

- - -

MS. RODRIGUEZ: Andrea Rodriguez, 5743 Reynaud,
R-e-y-n-a-u-d, Court, Santa Rosa 95409.

My comment regarding the environmental
landscaping, all landscaping is going to be removed -- and I
know a lot of the trees aren't mature trees, but if Caltrans
would make an effort to have a contractor remove the mature
trees and replace them somewhere else along the corridor and
make an effort to replace the landscaping with not just
sapling trees, make every effort to replace landscaping with
full grown, something that's not just cactus and looks bare,
but really make an effort to have it look green.

- - -

COMMENTS BY MR. PAUL OGASAWARA

- - -

MR. OGASAWARA: Paul Ogasawara, O-g-a-s-a-w-a-r-a,
address 7099 Baker Lane, Sebastopol.

My comment is that I think this widening project
is a big, colossal, expensive boondoggle, and I think that
doing these HOV lanes is just another way of promoting more
mindless sprawl, and I would like to see a system where the
traffic problems are solved but not with a third lane.

And I believe that if a judicious amount of monies
are put into widening and lengthening on-ramps and

PMT-06

Response to Comment PMT-06

Andrea Rodriguez – Santa Rosa Resident

Comment Number	Response
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PMT-06	Caltrans will research the use of the largest trees available within our budget (possibly #15 size) to mitigate tree removal. Replanting existing trees would be prohibitively expensive. They would have to be dug up, planted somewhere else, watered during construction, and then dug up and replanted a second time. It is very expensive to transplant full size trees and especially so to do it twice per tree.
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Comment PMT-07

COMMENTS BY MS. ANDREA RODRIGUEZ

- - -

MS. RODRIGUEZ: Andrea Rodriguez, 5743 Reynaud,
R-e-y-n-a-u-d, Court, Santa Rosa 95409.

My comment regarding the environmental
landscaping, all landscaping is going to be removed -- and I
know a lot of the trees aren't mature trees, but if Caltrans
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mindless sprawl, and I would like to see a system where the
traffic problems are solved but not with a third lane.

And I believe that if a judicious amount of monies
are put into widening and lengthening on-ramps and

PMT-07a

1 off-ramps, and staggering the on-ramps and off-ramps, you
2 could spend one tenth-the amount of money, relieve traffic
3 congestion, and not have to do three lanes.

4 Another thing, I think that we should develop
5 alternate routes, and we should also concentrate on mass
6 transit systems instead of adding a third lane.

7 And they've given me the quote of \$63 million.
8 They also mentioned that the Geysers Project was only going
9 to cost seventy-five million, and it turned into a hundred
10 and eighty-three million. So I think the costs are going to
11 escalate, no matter what. To give a low figure to kind of
12 get your foot in the door to keep this going is disingenuous
13 on their part.

14 I asked them, you know, if they have assessed what
15 the \$29 million that they spent from Highway 12 to Wilfred
16 Avenue has done, and I asked if it had relieved the traffic,
17 and they said yes. But then I countered; I said, But
18 there's a lot of -- lots of traffic and still traffic
19 back-up.

20 I drive those roads every day. I know there's
21 traffic, and yet they're saying it works. But it doesn't.
22 HOV lanes are not the answer.

23 Let's see what else. Oh, also every Caltrans
24 meeting that I've ever been to I've always asked that they
25 provide a map for the people to draw on, to get their

1 comments and ideas, and every time they say yes, but I've
2 never seen the map yet where people could do that.

3 And if they're truly interested in submitting
4 comments and information instead of a P.R. snow job, then
5 they should make it more public friendly, by -- you know,
6 they say they want to solicit our information, yet they
7 don't provide us the tools to do that.

8 I asked a person from Caltrans if I could put up a
9 map, and they said no, and I think that's wrong. Also, they
10 say that you can submit a map as a comment, but I can't put
11 it up. And to me, you know, that's like they don't want to
12 hear my ideas, and I think that's --

13 Also, at every other Caltrans meeting that I've
14 been to I've submitted comments about a plan called FAST
15 Plan. FAST Plan is the Frugal Alternative Solving
16 Transportation problems long-term. And now, and I've yet to
17 really hear any comment from them about that.

18 So I have some other comments. I've made comments
19 and I haven't got any feedback, and I don't know if they're
20 too busy with their glossy pictures and big maps that they
21 put up. I think that we, the public, needs to have more
22 input on this project, because, you know, we're the ones
23 that are spending the \$77 million that it's going to cost.

24 And so for them to keep on building these HOV
25 lanes at an incredible cost while not providing traffic

See Comment
PMT-07
Exhibit 1
Beginning on
Page 66

1 relief is wrong, and they should think about spending money
2 frugally, targeting specific bottlenecks, and spend the
3 money wisely.

4 Those are my comments.

5 THE COURT REPORTER: Would you like to state your
6 occupation?

7 MR. OGASAWARA: I am a landscape contractor that
8 is fed up with all this traffic problems, and I feel like
9 Caltrans isn't doing their job. I have yet to find someone
10 whose ever agreed that the HOV lanes are a good idea except
11 for Caltrans people.

12 Thank you.

13 (Mr. Ogasawara returns.)

14 THE COURT REPORTER: One more?

15 MR. OGASAWARA: This is Paul Ogasawara, and I
16 wanted to comment about the widening of Highway 101 near the
17 Luther Burbank school. And they're intending to build the
18 freeway even closer to the school, and I think it's too
19 close to the school, too close already; but they're even
20 coming in 50 feet closer and I think that's way too close to
21 the school.

22 And they're talking about putting up the sound
23 barrier again, but it's still way too close. You shouldn't
24 have a school right next to a freeway.

25 - - -

PMT-07b

Response to Comment PMT-07

Paul Ogasawara – Sebastopol Resident

Comment Number	Response
PMT-07a	The process to develop and analyze alternative ways of meeting the project purpose and need is described in Chapter 2.2.
PMT-07b	Concerning the proximity of the proposed project to Burbank Elementary School, the proposed Right of Way line is approximately 25 feet into the school property from the existing Right of Way. The project includes construction of a soundwall on the Right of Way line along the entire length of the boundary between the school and the freeway. Caltrans has met with officials from the school and the School District and has worked with them to address their concerns.

Comment PMT 07 Exhibit 1

FASTPLAN

Fastplan : Frugal
Alternative
Solving
Transportation
Problems
Longterm
And
Now

FASTPLAN advocates using precious tax dollars sparingly. Fastplan calls for everybody to identify problem areas and dangerous sections, and target funds for maximum effectiveness. Fastplan opposes mindless widening of 101 and observes after spending 29 million dollars, there are still traffic backups. Adding a third lane is ineffective, promotes more sprawl and is disruptive. Fastplan advocates installing Thru lanes, Creates new alternate routes and extends a few selected onramps and offramps. Fastplan will solve many problems for a fraction of the cost of simple widening.

a

Fastplan does not solely concentrate on roadways. Fastplan advocates development of a world class mass transit system. Concentrate new growth along mass transit corridors. Set a goal of connecting every community with bike lanes and pedestrian trails, with the ultimate goal of connecting every park, school and pedestrian mall. Fastplan advocates horse trails.

As a longterm solution, Fastplan advocates changing gas taxes from a fixed amount to a percentage. That way, the more prices are raised the higher the amount of taxes garnered. Allow local government to raise a local gas tax if funds are specifically targeted for local maintenance. Set a limit of up to five cents.

Fastplan envisions a future that has hybrid vehicles which can ride the rails then retracts the flanged wheels and then travels on roadways.

Fastplan advocates parallel roadways where feasible. It requires moving of houses, a new road is installed parallel to the existing road, then the old road is made into a one way road and the new road is made one way in the opposite connection. parallel roadways reduce head on collisions. They can also save trees lining roadways.

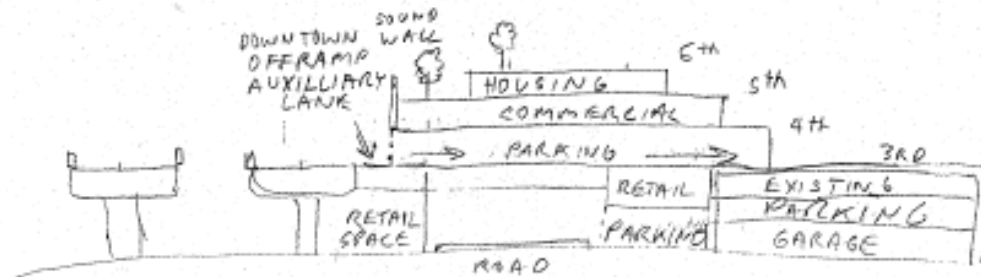
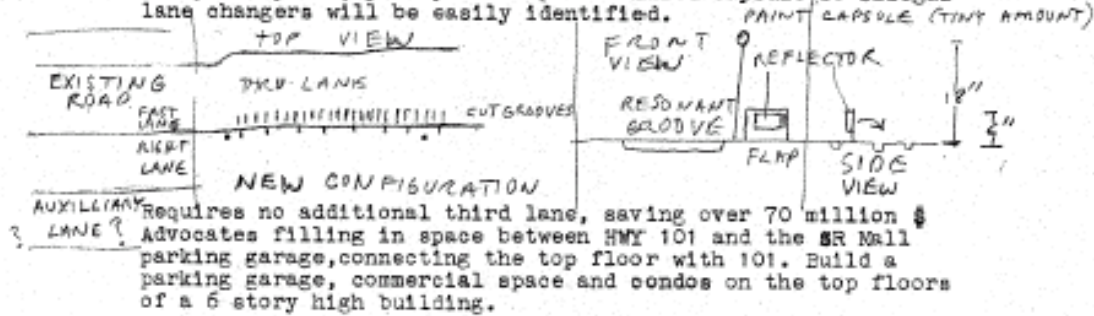
Fastplan will save money. It will also save lives.

FASTPLAN TOP TWENTY FIVE LIST

1. 101 Thru Lane Northbound From 12 To Steele Ln
2. 80 East Merge lane From Hwy 12 To Suisun Vly
3. 101 North Of Novato Lane Reduction Bottleneck Solution
4. Sears Point Overcrossing
5. HWY 101 Onramp And Offramp Extensions
6. Petaluma Hill Rd To Adobe Rd Penngrove Bypass
7. 101 North /South Alternative Lakeville to Pet Hill Rd
8. HWY 12 To Arnold Dr Connection At Madrone Rd
9. Stage Gulch Rd Parallel Roadway
10. 101 N/S Alt Stony Point To Fulton Rd
11. Pet River Bridge- Lower, 3 Lane, Northbound Only
12. 101 N/S Alt Nicasio Vly to Stony Point Rd
13. 101 N/S Alt Kawana Springs to Mendocino Ave In Santa Rosa
14. HWY 12 Bypass -Sonoma
15. HWY 12 Bypass -Sebastopol
16. HWY 116 Bypass -Sebastopol
17. HWY 12 Alt -Bennet Vly
18. HWY 12 Bypass -Kenwood
19. East/West Alternate -Novato Blvd
20. E/W Alt Todd Rd To Bloomfield Rd
21. HWY 101 To HWY 29 Parallel Roadway
22. Bodega Bay Bypass
23. Bodega Bypass
24. Santa Rosa E/W Alt Mark West Rd To Calistoga Rd
25. Arnold Dr Parallel Roadway

1. 101 Thru Lane Northbound From HWY 12 To Steele Ln

Advocates making a Through Lane, ie, the fast lane restricts lane changes. Only Right Lane vehicles can merge on and off. Create barrier by installing resonant grooves and reflective flaps. Every 100 yards, put up small paint filled capsule, so illegal lane changers will be easily identified.



FUTURE PROJECT NEXT TO 101

ONLY 6 STORIES

FILLS IN CITY OWNED BLANK SPACE

NEW DOWNTOWN OFFRAMP

DO NOT BUILD 45' CLOSER TO SCHOOL

SAVE EXISTING SOUND WALL

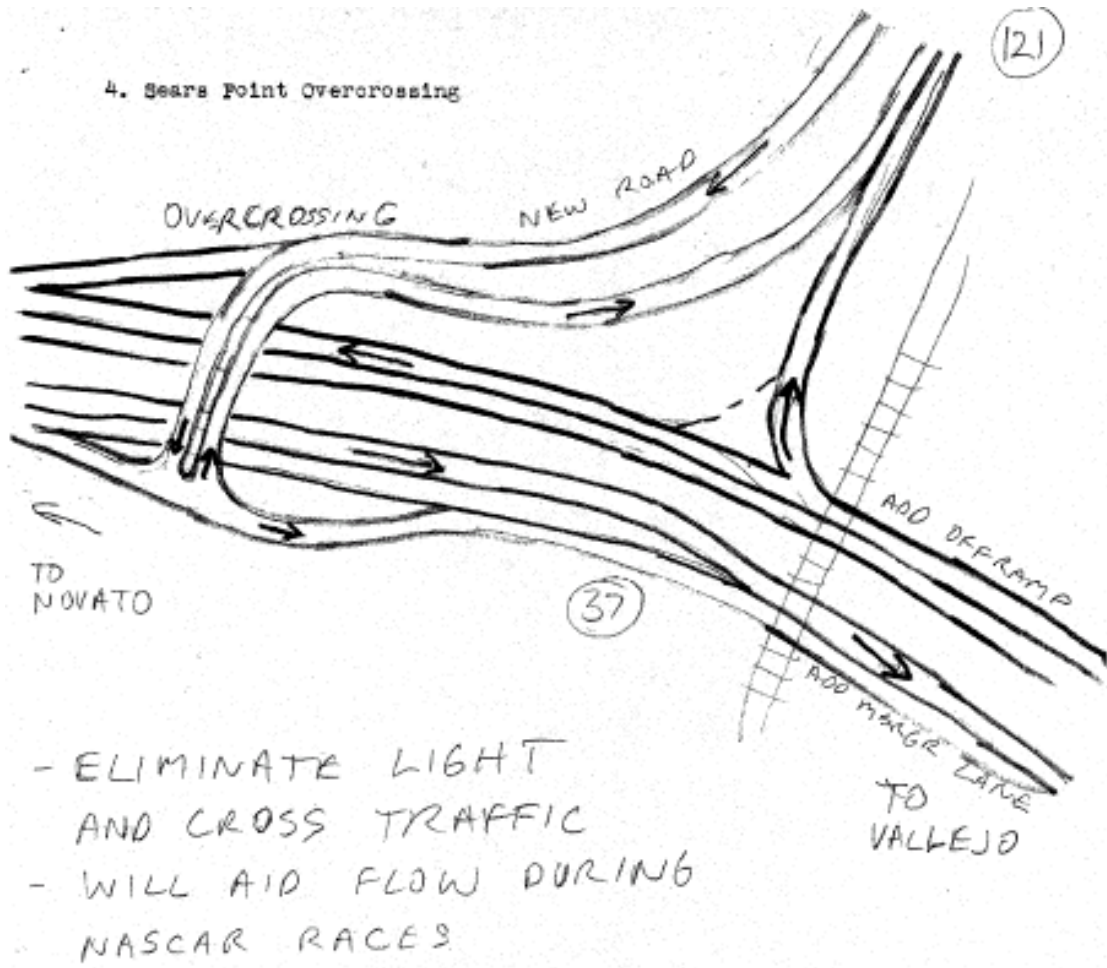
SAVE EXISTING PEDESTRIAN CROSSING → SAVES MONEY

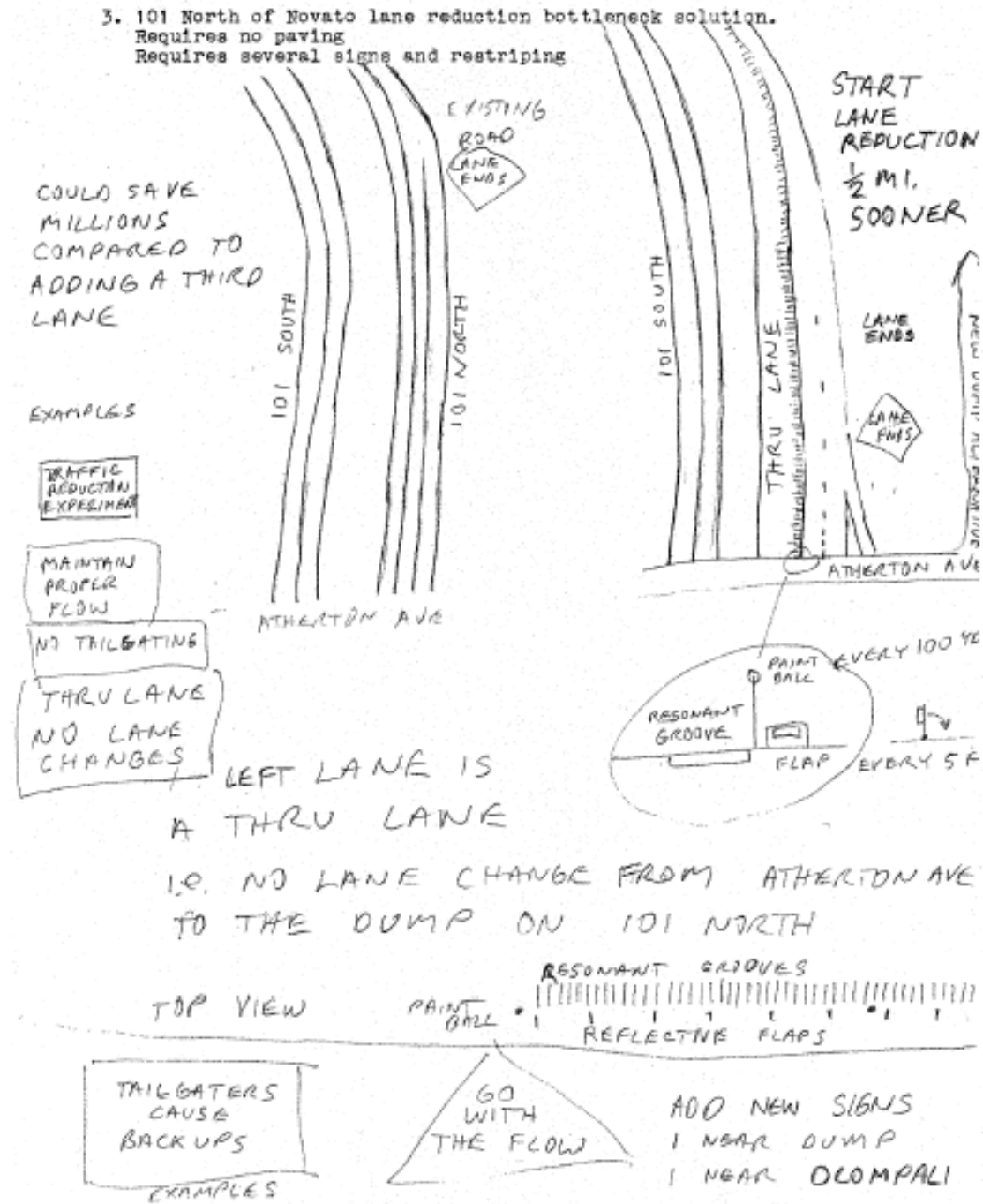
SOLVES 101 BOTTLENECK

ALTERNATIVE TO 7 STORY DOWNTOWN PROJECT

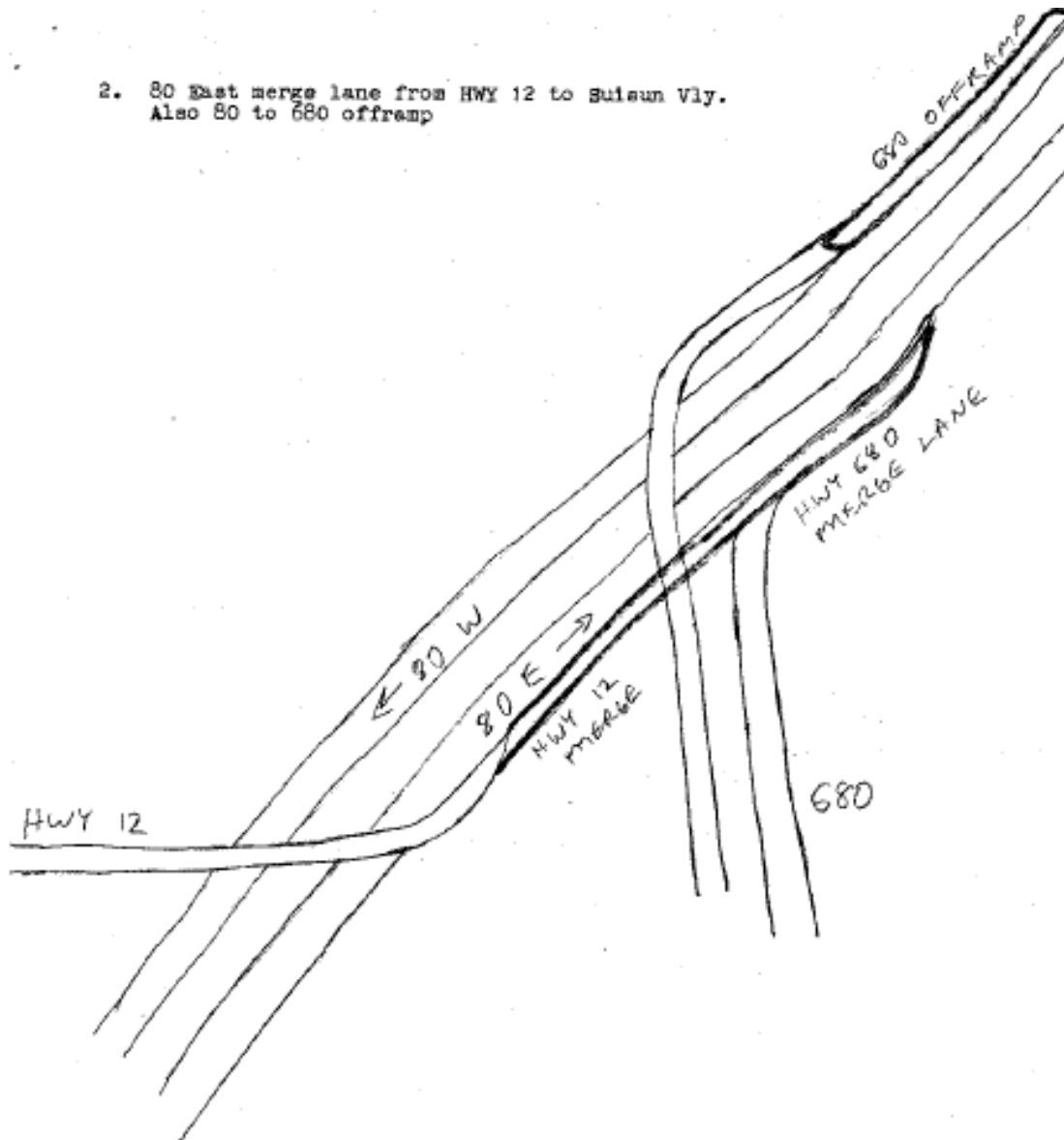
ALSO ADVOCATES CLOSING COURTHOUSE SQUARE TO CAR

CREATE PEDESTRIAN MALL → 3 BLOCKS OF 4TH STREET



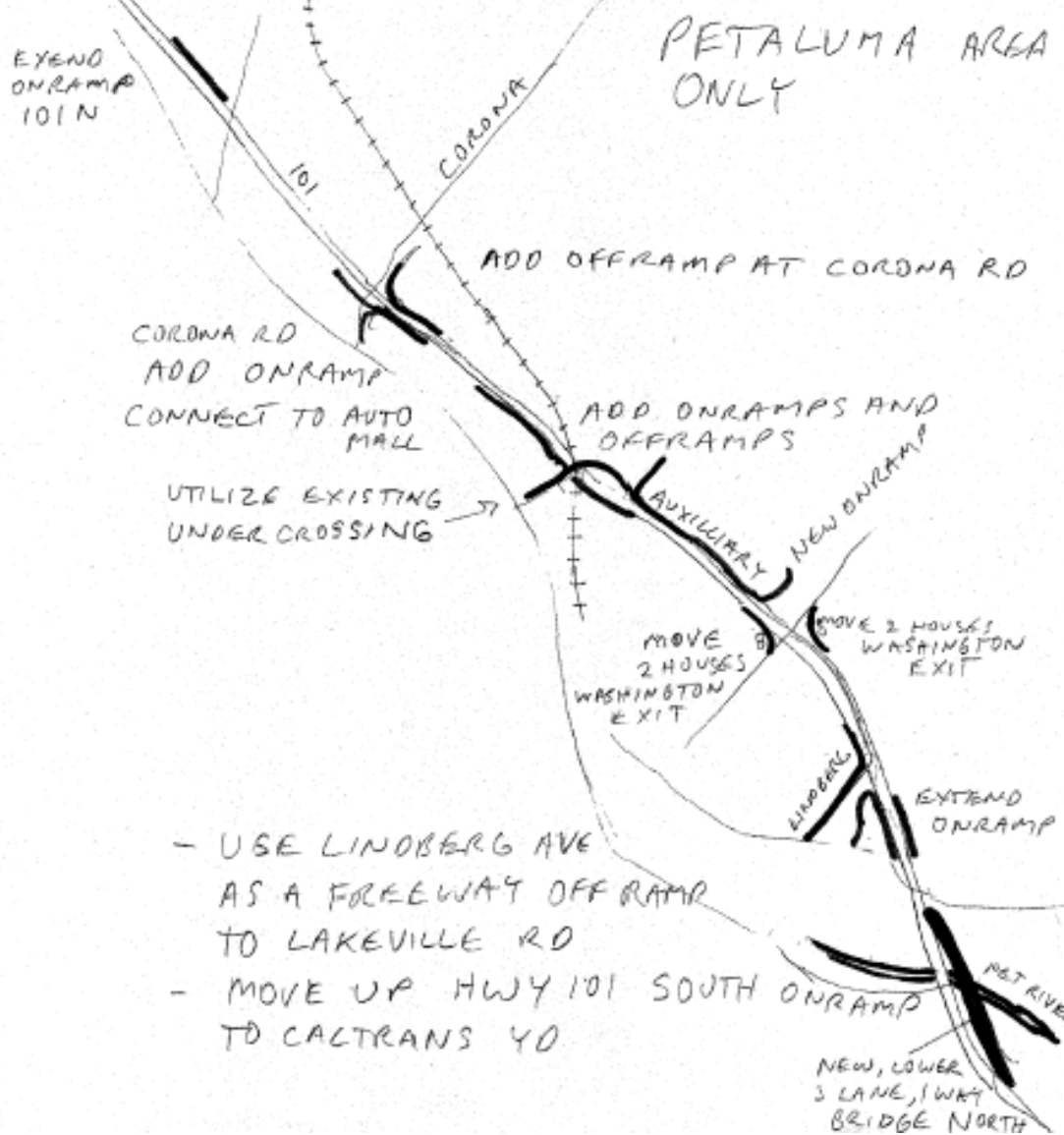


2. 80 East merge lane from HWY 12 to Suisun Vly.
Also 80 to 680 offramp



5. HWY 101 Onramp And Offramp Extentions

Extend all onramps from 200 yards to 500 yards.
 Stagger onramps and offramps where feasible and effective
 In Petaluma, create a new interchange at the railroad under
 crossing.
 20 MPH exit speeds are dangerous and unacceptable
 Add Auxilliary lanes where appropriate
 Petaluma River Bridge onramp is very dangerous. Move it up 500 yds.



TRANSPORTATION CONCEPTS

I would like to explain certain concepts as they relate to transportation, with specific emphasis on the North Bay.

1. Rail lines used to run throughout the North Coast, many lines still do exist, and these lines are functional. Therefore, starting up light rail for commuting is economically feasible right now. Rail transit is ten times(10X) more energy efficient than cars.
2. Alternative routes give flexibility and relief to other routes. For example, Lakeville Rd. to Adobe Rd. to Petaluma Hill Rd. could provide another North/South alternative. Also, Stony Point to Fulton Rd. could be another. A major accident on 101 will not cause gridlock if alternatives are available.
3. Instead of the cutting down of many majestic oaks and other trees just to widen HWY12, build a parallel roadway with the oaks in the middle. Then make the existing road one way. This would reduce construction traffic and lost business due to construction, provide room for bike lanes and create a buffer zone so head on collisions could be eliminated while allowing 60 MPH speed zones.
4. All cities should be bypassed. Healdsburg was bypassed and is thriving. Sebastopol, Sonoma, Bodega Bay, Forestville, and Penngrrove all need bypasses. Sonoma should be bypassed by going from Madrone to Arnold to Leveroni. HWY 12 through Sebastopol has been closed at least 3 times during the past 2 years. An elevated flood proof bridge over the Laguna should be a number one priority just considering safety concerns alone. Build it as a bypass to relieve traffic, too.
5. Bike lanes make sense. Santa Rosa should set as a goal the connecting of every school and park to a bikeway. By shifting funds from buses and enabling students to ride a bike to school, no new source of revenue is needed. Bike corridors that restrict auto use can be achieved by simply installing speed bumps and restriping. Getting the current crop of politicians to even consider such a concept is a daunting task.
6. New technologies such as Mag/Lev and the TGV and Bullet train systems offer hope for the future. As the world resources of cheap petroleum dwindle or are cut off due to conflicts, people will be wondering why the USA did not foresee the shortages and start building for the future. Our addiction to foreign oil will someday force us to expend billions of dollars and American lives. Oops I

b

AND NOW IRAR

forgot about Desert Storm, it already happened.

7. New and innovative concepts like hybrid vehicles that can run on rails or roadways must be considered in formulating traffic solutions. Imagine getting on a bus in Guerneville and ride to Fulton on the pavement. The bus then extends flanged wheels that ride on rails and travels to Sausalito. The bus goes to a special area, retracts the flanged wheels and drives over the Golden Gate.

8. The biggest problem facing the people of the North Bay who are tired of all this traffic mess are the politicians and business leaders who try to cram widening of 101 as the panacea of all our problems. It has been proven that widening freeways induces more growth which causes more traffic. These leaders are the ones who did not plan for the future and got us in our present predicament. They try to manipulate public opinion by writing articles with headlines like "Rail Lines Cause Growth". Well duh. The question is not that rail lines cause growth but rather do we continue wasteful suburban sprawl or do we concentrate growth along energy efficient rail lines that reduces sprawl? Think about that the next time you go into the voting booth. We need leaders that will lead us into the 20th Century, not ones that want to preserve the status quo and keep on spouting the same old tired rhetoric of past failed policies. We need leaders who see problems as opportunities and have the guts to propose innovative solutions.

THE PROBLEM

What is the problem? Recent rapid unplanned growth has created traffic jams and overtaxed the existing sewage treatment facilities. The past planners forgot to formulate contingency plans to deal with rapid growth. The present administrators and planners have violated laws and regulations, polluting drinking water supplies. Sonoma County has received nationwide attention over spills and mismanagement, creating a negative image of us. The regional waste treatment facility had a tertiary treatment system during the first major spill, but never used it until the winter of 85. Tertiary treatment was used as an reason to increase river dumping. Developers have built up Sonoma County with little thought towards sewage and traffic problems, preferring to make large profits and let other people deal with the problem. The common ratepayer is faced with a possible tripling of fees and has negligible input or impact. All of the options considered have major flaws and will cost hundreds of million dollars. All communities along the Russian River dump treated sewage into it, making the problem a regional issue. Santa Rosa City tapwater contains so much chlorine, it poses a health risk to every drinker. People's health is threatened, yet widespread apathy prevails. Worst of all, there is a huge vacuum in leadership to solve or even identify the problem.

Is there any remedy? What options are available? Who can present a solution that will satisfy everyone? Will waste mangement problems choke out growth in Sonoma County? Sounds hopeless, but it is not. We are presently confronted with a great opportunity brilliantly disguised as an insoluble problem. New ideas and innovation, coupled with foresight, should direct our path towards the solution. The solution should take into consideration future costs, supplies and necessities. It should not pollute the ocean or rivers because we derive food and water from them. It should not gamble on unproven technology nor dump wastes in our neighbor's yard. The solution could create new jobs while expansion creates many new opportunities for business. The solution should increase our independence while fulfilling the needs of many people, thus enhancing the quality of life of everyone.

THE SOLUTION

The solution is simple and has three parts. First, use tertiary treatment to remove most dissolved solids, leaving only bacteria as the major pollutant. Second, kill the harmful bacteria with heat. By burning wood in a boiler to generate electricity, the waste heat is used to kill all pathogens. The treated water is then sent through several organic laden ponds to absorb any toxic metals and is eventually allowed to enter the Russian River, harmless and clean. Pumping costs, presently estimated at 7 to 21 million dollars per year are offset by revenue produced from electrical generation. Pollution from wood burning can be neutralized using pyrolysis technology and state of the art scrubbers. Wood is used because it is an abundant and renewable resource. The main problem is the transportation costs of the wood fuel, which leads into the third part of the solution. The north coast must develop the aging and underutilized rail system that already exists. Acquire and renovate the rails into a mass transit system to alleviate traffic problems and transport wood fuel late at night to feed the boilers. Orchard prunings, sawmill wastes, garden trimmings, and building scraps, which used to cost money to dispose of, would gain new value as fuel sources. The new rail system could create new business opportunities, employ thousands of workers and supply a needed service to possible millions.

There are many parts of the solution that could be elaborated upon. Economic cost projections, cascading energy systems, mass transit scenarios, growth and planning processes, and other important considerations can not be fully addressed in this abbreviated solution.

Hopefully, this solution could be considered as the sixth option, one that is reasonable, feasible, and better than any other option.

POD

This is my declaration. I shall expound upon my beliefs, perspectives, analysis, and proposals for innovative solutions. I will present a personal view of Redwood Empire politics, potentials, economics, social systems, problems and realities. I declare my love for the beauty of the North Coast and affirm my commitment to preserve such an abundant and bountiful environment. I will work hard to enhance our quality of life, and advocate community involvement with social activities. I acknowledge the pressures of growth and development and see the need for both. I propose development that does not despoil, waste precious resources, or create boom and bust economic cycles. Urban sprawl similar to San Jose must be avoided by designing new high density structures to conserve open space. Development of our agricultural, mineral, marine and water resources must be properly planned to ensure perpetual utilization by everyone, not just a favored few.

This declaration is for you, too. This declaration states what many of us want, but feel overwhelmed by the volume of information to sort through, and cannot verbalize or organize into a cohesive proposal that takes into consideration the totality of the situation. This declaration is a comprehensive plan that benefits the majority of residents with succinct analysis and practical solutions.

I declare my independence from narrow minds, cynics, pessimists, intransigent ideologues, zealots, reactionaries, impotent politicians, and petty bureaucrats. I declare my intent to lead the Redwood Empire towards a clean, healthy, fruitful and prosperous life, one we can all live with. Remember, our future is not a matter of chance, it is a matter of choice. Choose a better future.

This declaration shall be divided into 3 main topics :

1. Agriculture and the lumber and fishing resources.
2. Oil, gas, Geothermal and renewable energy resources.
3. Social problems and issues, growth, sewage, transportation, politics and the quality of life.

1. Agriculture and the lumber and fishing resources.

The North Coast was blessed with an abundant fishery, large forests of redwoods, firs, pines and oaks, along with fertile valleys. The Indians used to scoop thousands of salmon out of the pristine rivers each year, living in peace and harmony with the environment. Settlers killed many Indians with guns and diseases, established a few reservations for the survivors and appropriated the rest for themselves. Forests were leveled and creeks were dammed to float out the logs. Many creeks silted up from massive erosion, negatively impacting spawning beds. Mills operated by the hundreds up and down the coast. Clearcut practices were widely used, and touted as modern timber management. Mature pine and fir trees were cut down and left in order to get to the redwoods. The whole North Coast succeeded to cut 90% of the prime virgin forests in less than 100 years. After the boom came the bust, and hundreds of sawmills closed down, throwing the North Coast economy into a tailspin. So when clearcut advocates scream about restrictions and job losses, just remember that if the resource had been managed properly, there would be thousands more permanent jobs. Pacific Lumber was a perfect example of sustained yield until they sold out and began clearcutting. We need to formulate new strategies that establish a permanent economy with many jobs.

Clearcutting. Many silviculturalists say it is the most economical and beneficial forestry practice. The initial benefit of large capital gain from harvesting every tree offsets the drawback of long recovery time. Every new tree will start growing together so the new stand will be of a uniform height and age. Selected species can be introduced to reduce mixed forests and promote different cultivars. Herbicides are sprayed to kill broad leaved species and allow the conifers to take over. This rosy scenario sounds to good to be true, and is not.

Sustained yield programs produce more long term profits. If the same

forest were managed on a selective cut schedule, initial profits would be small, but revenues would be steady. Jobs would last instead of be lost. Only the large, mature trees are harvested so the wood quality is higher with increased financial rewards. Selective cutting will preserve the forest ecosystem and reduce erosion. The creeks will not silt up and ruin spawning beds. Clearcutting eliminates the forest canopy so new trees have lots of branches, thus decreasing the value of the timber. In prime virgin forests, the trunks of some trees will not have a branch for fifty feet. This is because the young trees grew with little light and stretched upwards towards the sky. Clearcut trees have branches down to the ground and produce knotty lumber. In Washington, clearcut forests eliminated mixed forests to produce uniform stands of trees, but also allowed pine moth populations to explode, decimating whole forests. If clearcutting is outlawed, the forest canopy will be retained and broad leaved plants will be held in check, eliminating the need for herbicide spraying. Instead of killing broad leaved trees, they should be harvested and utilized as a biomass fuel source. Herbicides are undesirable because they not only harm plants and animals, humans experience problems like rashes, cancer and birth defects. In Vietnam they called it Agent Orange.

Salmon and steelhead fishing along the North Coast used to be great. The fish were abundant, and millions of fish would return to spawn in North Coast streams. Then came the lumber activities. Whole drainages were clearcut and the rivers turned brown from all the erosion. Loggers used to cut down the trees, build a series of dams upstream, then release the water suddenly to float the logs downstream. This process wreaked havoc to the riparian ecosystem. Skid trails and unditched logging roads contribute to the problem upstream. "Modern" timber practices have resulted in 95% declines in salmon populations. Recently, some National Forest Land has been given to some large corporation to log and propose to clearcut it. When will we ever learn? Most virgin forest remains on steep slopes, so erosion potentials are greater. The only restoration presently required is ditching. Ditches are perpendicular cuts in the skid trails and logging roads that divert water so it will not erode as much. I have seen them, and erosion still occurs. Deleterious timber practices, combined with toxic water pollution and water diversion, threaten a once abundant and productive fishery.

I propose three main solutions. 1. Restrict logging to selective harvesting on a sustained yield basis. 2. Enfranchise a large majority of each county into operating in a sustained yield manner. Aid in establishing collectives to provide competition to the large timber corporations. Provide enabling legislation and tax incentives. 3. Require harvesters to restore damaged soils. Also aid in restoring past damage by dredging gravel beds, clearing obstructions, building fish ladders, or any other way to help promote spawning.

In order to explain #2, a little history is needed. Millions of acres of forests are in State or Federal Forest lands. Each year, bids on timber sales are submitted on selected timber. In the early 70's large lumber corporations bid millions of dollars to corner the timber market and squeeze out the smaller companies. This timber grab backfired and they got caught short because timber prices fell and supplies went up. Instead of taking a financial bath, they asked to drop the contracts, and the forest service obliged with little or no penalties. By setting up small, owner run collectives, and structure sales in such a manner in which they could compete for bids, the large corporations would be punished for trying to monopolize and exploit the timber industry.

Collectives could be set up in such a way as to allow urban residents to live and work during the summer. People could work to produce enough lumber to build their own home. Another important proposal involves equitable distribution of timber rights on State and Federal lands. I propose giving every resident of the county the right to harvest 10 trees if they plant 10 new trees. Set up a lottery to allow a lucky few to harvest 100 and 1000 trees. Of course, harvesting would use low impact and non erosive techniques. These proposals would employ a large percentage of the forest residents and give them an opportunity to benefit from an abundant and renewable resource.

Now comes a controversial proposal for environmentalists. I propose harvesting every tree, even those in State and National Parks. Certain trees that many people see and other special trees should be preserved, but even those, once they are past their prime should be carefully harvested and utilized in a proper manner. Every tree that is diseased, past its prime, leaning, split-crowned, or overcrowded should be selected. Restrict cutting in high use or tourist areas to one tree per acre. Allow only trained foresters to select ones to cut and use a lottery to distribute the harvest. If we utilize our forests wisely, everyone will become richer.

More on fishing. Fishing provides millions of dollars worth of business each year. Fishing is a recreational activity that the whole family can enjoy, and every penny spent in restoration will reap dollars worth of results. I propose restoring the fishery to pre-1800's levels. I propose establishing water standards high enough to restrict toxics and sewage from threatening people and fish. I propose using water to aid people and agriculture, yet mitigate any adverse impacts to fish and wildlife. Lumber and fishing people should form an alliance to ensure perpetual spawning while allowing non-destructive timber harvesting. Each year, they must donate 1 week's worth of materials or labor for restoration and enhancement. This voluntary system will tap the resources of the people who profit from harvesting the bounty of the land. Since both these industries are seasonal, the volunteer work could be done in the off season.

On the issue of agriculture, I support any enabling legislation that helps the small farmer. Farming used to be the major revenue source for the North Bay valleys. Nowadays, developers are decimating orchards and gobbling up open space. Agricultural preserves and trusts similar to the ones established in Yolo County; Tax breaks should be given to any farmer who puts his farm in a preserve. In Sonoma County, farmers want the right to sell part of their land to build houses and provide financial security. This will result in houses next to farmland, with noise, dust, insects, groundwater contamination and pesticide drifts negatively impacting people. We must avoid extending the suburbs into the country to minimize such conflicts by providing alternatives that is equitable. I propose selecting specific areas that are carefully determined through a consensus of diverse interests, and design new communities that farmers can move into. This would provide economic opportunities while preserving farmlands. Hopefully, we can prevent another Santa Clara in the North Bay.

2. Energy Resources and Dilemmas

Energy affects everyone. Without energy production, civilization would grind to a halt. Energy production is essential in maintaining the high quality of life we have become accustomed to. Americas' extensive energy infrastructure is envied by the rest of the world, and sets the standard for the rest to emulate. Energy production is messy, with pollution threatening our quality of life, so energy in either extreme is detrimental and a balance should be attained.

Energy production has serious drawbacks. Nuclear power threatens to depopulate hundreds of square miles if another Chernobyl occurs, and produces toxic wastes that have no permanent disposal site. Nuclear power plants had over 400 emergency shutdowns this year, and have exposed thousands of workers to radiation "that pose no health hazard". Decommissioning costs will eventually total billions of dollars, and could theoretically exceed the amount of energy generated over the lifetime of the plant. Coal burning produces acid rain, and could be a significant factor in global warming trends. Strip mining is raping the land, but coal deposits will last for hundreds of years. Oil is becoming so scarce that offshore oil leasing is being rammed through. Geothermal energy produces hundreds of tons of toxic wastes each year, and recently has shown signs of running out.

These energy sources not only harm the environment, they are non renewable. Renewable energy from water, wind, solar and biomass require high initial capital expenditures, but provide clean, safe and perpetual production. Why do people choose harmful, expensive, non-renewable resources? It is a matter of economics. People profit from a large entrenched industry centered upon fossil and nuclear fuels. They provide heating, lighting, cooking, and transportation and numerous other conveniences. They provide employment and an extensive network exists that people want to perpetuate.

This American Dream has problems, however, like pollution and hidden costs. One example is auto exhaust. One single car does little harm to the environment so no cost is charged, But the cumulative impact of a million cars in the LA basin causes smog alerts and respiratory ailments. Another hidden cost is pollution directly attributed to cars, like oil leakage from cars that is washed into sewers and rivers. It may seem like an inconsequential amount, but it adds up to millions of gallons each year.

People desire cars to get to work and because of the freedom of movement it allows, however, harsh realities are becoming painfully evident. The extensive network of roadways are crumbling after years of service, and construction costs have skyrocketed. Freeways are jammed every day, and people waste an estimated 400 million dollars stuck in traffic. In LA, someone predicted 11 MPH freeway speeds in 1990. Worst of all, oil is rapidly running out in the United States. We spent 40 billion dollars on foreign oil last year, and plan to purchase more. We are more dependent on foreign oil now than we were in 1973, making us more vulnerable to an oil disruption due to some crisis in the Middle East. Soon, oil will be used as a weapon against us and we will be caught with our pants down. We must wean ourselves from our addiction to cars if we are to retain our high standard of living and desirable quality of life.

In the future, cars will become too costly to operate, insure, register, license and maintain. Roadways will become too costly to repair. Alternatives must be built before the crisis occurs or everyone will suffer from the consequences. Building now will save money because construction costs are escalating. Many people could be employed, new industries and commerce generated, and pollution reduced. A fast and efficient mass transit system is the key to a better future.

Back to energy and local politics. Some people advocate leasing large tracts off our coast to drill for gas, and maybe a little oil. The estimated reserves total only 2 months of American consumption, so the need to exploit these resources is not critical. There are many reasons not to drill. Tourism generates hundreds of millions of dollars in revenues, and the ocean is an abundant fishery that employs many thousands of people. The risk of spills is extreme due to the rough, open seas, and the ecosystem is fragile. The most logical reason for the sales is that some select interest group like the oil and gas corporations want the US to give away our resources for a song and downplay safety concerns with no penalties or accountability if a spill does occur.

My solution; we should wait until drilling is absolutely necessary, and if we do drill, the adjacent counties should bid to acquire the leases. Instead of a 10% royalty, make it at least 50%, and direct the benefits to go to the residents of the county. Enact laws with mandatory jail terms for the people responsible for spills, and stipulate that most jobs should go to the local residents. This way, the people

who risk the most shall also gain the most. In order to reduce the risks, I propose identifying the people responsible for approving and promoting drilling. These people and their families would be held accountable if a blowout or spill occurred by making all of them clean up any toxic pollution. Large fines and jail terms for any major disaster will cool the advocates ardor when they realize that they will be held accountable for spills when they happen. An analogous situation would be to force the mayor of Santa Rosa and his family to drink sewage effluent because the mayor says it is harmless. Only if such conditions exist would I support drilling off the coast.

Biomass cogeneration plants are an integral part in formulating a better future in the North Bay. These power plants utilize renewable fuel to produce electricity, and if the waste heat is utilized in a cascading manner, it could pasteurize wastewater, heat and cool buildings, heat greenhouses, and finally heat aquaculture ponds. Gassification processes using pyrolysis technology, coupled with state of the art pollution control devices like electrostatic precipitators, can reduce pollution to acceptable levels. The amount of pollution generated is negligible compared to the pollution caused by sewage systems, landfill depletion, and transportation of wastes. These cogeneration systems could be located near sewage treatment plants that are located in every community, providing thousands of jobs. Local energy production utilizing renewable biomass such as sewage sludge, combustible refuse, garden wastes, orchard and vineyard prunings, dairy wastes, lumber wastes, and highway trimmings, can be achieved with existing technologies. Decentralized energy systems are resilient, not susceptible to weak links over long transmission lines, independent of large centralized sources, and are appropriately scaled to the function needed. The whole prospectus is profitable because costs are shared. Waste materials which previously cost money to dispose of now would actually be worth money.

Back to politics. Proponents of offshore oil drilling cite the economic peril we supposedly face if leasing does not take place soon. If our resources are dwindling so fast that exploitation of only two months worth of gas is of the utmost importance, a major shift into permanent energy production utilizing renewable resources makes even more sense. Biomass cogeneration should be a major defense appropriation because it will reduce our dependence on unstable Mideast oil, and create create a more resilient and decentralized energy system. It would be a great opportunity to engage the Army Corps of Engineers

into a new project, since they have completed damming or channelizing most available rivers and need something to do. A major commitment along the same lines as the MX missile system would produce a stronger, healthier, cleaner and more independent America. I think there is a strong case in making the claim that decentralized biomass cogeneration plants should be promoted in the interest of national security. After the oil crisis in 1973, Carter installed programs that devoted research into gassification technology, and gave tax credits for any system that saves energy and produces alternative energy. Under Reagan, he gutted research and disallowed tax incentives for alternative energy. This short sighted and regressive action must be reversed or we will all live to regret it.

3. Social Problems and Issues; Growth, Sewage, Transportation, Politics, and the Quality of life.

Growth is a big issue facing the North Bay. Many people see rampant unplanned growth with sewage spills, clogged highways, incompetent bureaucrats, a doubling of taxes, and a general lowering of the quality of life. These people see the need for better planning, but feel helpless to affect change. This is due to a lack of leadership. With weak and ineffective leadership, problems cannot be solved because nobody can identify or define them. Leadership requires wisdom for intelligent planning, vision to see the future, determination to set realistic goals to achieve, and a capability to overcome adversity. A great leader possesses an intangible quality that makes someone want to follow. It is in short supply with the present politicians. People are getting fed up with expensive studies and no solutions or actions. Soon, people will not be satisfied with promises, they will demand results. A crisis looms with devastating consequences if leadership fails.

Growth is causing many problems, but it is the type of growth that exacerbates the crisis. People have built in a hodge-podge manner, overcrowding roadways, overloading systems and underestimating growth. The freeway through Santa Rosa is a good example of how inept politicians, special interest businessmen, and condemned property owners all weave a tale on how not to build freeway. Growth impacts on transportation has reached a crisis level in Sonoma County. One accident can result in total gridlock on 101 and traffic jams are expected every weekday. Highway 12 should be labeled 'blood alley' from all the accidents that occur. Just look at the trees that line the road.

There are three main reasons why traffic is such a mess. First, many roadways used to be county roads with no shoulders or turn lanes. When developments sprung up in the last thirty years, people used these roads as commute routes. Now, funding to repair and add shoulders to these roadways has disappeared. Second, More and more people are using these deteriorating roadways because no alternatives exist. A fast and efficient mass transit system would relieve congestion, but building it would take a major commitment that present politicians are unwilling to make. Third, planners have allowed people to build too close to the roads. There is just no more room to expand, so turn lanes and additional lanes cannot be constructed. Also, peoples' driveways are located along major traffic corridors, so the danger of parking and merging into

heavy traffic confronts these people daily. Their lives are being negatively impacted by traffic congestion that is increasing daily.

I propose an equitable trade that benefits everyone. Wider roadways means less traffic jams, accidents and aggravation. When someone attacks the concept of wider roadways by asking who will pay for it, I counter by asking who is paying for wasted time sitting in traffic, the cost of lives lost due to accidents, and the aggravation of being stuck on a two lane road with someone going 35 MPH when you want to go 55MPH (or faster)? A recent poll indicated people would be willing to pay 6 ¢ per gallon more if it would mean solving traffic problems. Homeowners along major traffic corridors are heavily impacted by increasing traffic, higher noise levels and restricted parking. To provide relief, I propose trading property owners along these corridors their land for development rights elsewhere. This equitable exchange benefits the property owners by providing an escape to a traffic-free environment. It benefits everyone else by reducing traffic and increasing safety. Additionally, the extra space may be used to develop bike and pedestrian pathways, and in certain cases, railroad right-of-ways. The only people to suffer from this solution are the big developers. The development rights spread among hundreds of property owners will decrease their profit potential. The good ol' boy network will have to take a back seat to fair, progressive, and equitable development. ABAG (Assoc. of Bay Area Govmts) has predicted the North Bay will need to build 23,000 new homes over the next 5 years. I propose exchanging 6,000 building permits and land for at most 6,000 lots that will be utilized to widen major thoroughfares, provide traffic relief and mass transit lanes. Homeowners could move their houses to new developments in order to minimize condemnation and destruction of good homes. The new developments will utilize state-of-the-art designs with proper spacing, neighborhood stores, community centers, bike paths, parks, room to expand roadways and sewage systems in the future, and possible mass transit access. The location of these new development areas need to be determined by a consensus of politicians, developers, environmentalists, seniors and any other concerned citizens. The quality of life of existing residents will be enhanced, problems solved, and it allows rational, intelligent and proper growth. *CONCENTRATE NEW GROWTH ALONG THE NWPRA MASS TRANSIT CORRIDOR.*

Another area where equitable land exchanges could be implemented is along the creeks and flood control channels. These areas are ideal for

bike and pedestrian pathways and parks to be constructed. This also would provide a wonderful opportunity to enhance the riparian habitat. One ambitious goal would be to restore the creeks enough so salmon and steelhead return to spawn. These pathways would provide an effective alternative to automobiles, and students utilizing these paths would save millions of dollars each year in busing costs while providing healthful exercise. The cost of implementing this proposal is small when compared to the energy conserved and the numerous benefits derived. Altogether, this proposal would enhance the quality of life and provide an extensive, effective, healthful, safe, transportation and recreation alternative. I envision a future where a family can hop on a bike path and travel in 30 minutes to any park in Santa Rosa.

Sewage and waste disposal is a major problem facing everyone. This is of a paramount concern because unplanned and rapid growth threatens to overwhelm our capacity to safely treat and dispose of sewage, and now we are faced with building moratoriums until the problems are solved. Present treatment practices entail dilution to 1% of the river flow. This practice is safe if nobody lives downstream. However, most people live downstream so ~~sewer~~ municipalities dump in chlorine to kill harmful pathogens. This has its drawbacks because the EPA recently declared that chlorine, in combination with organic material, produces harmful mutagenic compounds. In order to mitigate the problem, they use a process called dechlorination, which produces ammonia. Ammonia is also toxic, so absorptive clays are added to eliminate it and produce wastewater. This whole process is expensive and is not 100% efficient, so ~~sewage~~ water in its present form poses a distinct health hazard to everybody. Needless to say, water companies and purification manufacturers are making large profits nowadays because Russian River water is contaminated by not only Santa Rosa, also Healdsburg, Geyserville, Cloverdale, and Ukiah. The cumulative impact of sewage loading in the Russian River has caused a fish quarantine and herpes-like sores on fish, and present politicians want to increase dumping.

I propose a better solution. Pasteurize the tertiary treated sewage instead of adding tons of chemicals. Utilize renewable wood fuel, or even sorted refuse to power an electrical generation plant, and use the waste heat to pasteurize wastewater, heat buildings, run heat pumps and heat greenhouses and aquaculture ponds. Cogeneration is the key because costs are shared, making this proposal economically feasible.

If energy is utilized in a cascading manner, many possible processes can^{be} implemented in a multitude of ways. In the forests, wood byproducts fuel the boilers and the mill, with greenhouses and aquaculture in the mill ponds using the waste heat. Along the coast, fuel can be shipped in, and the waste heat is used to run processing plants and run the refrigeration. On the farms, orchard and vineyard prunings could be processed from portable gassifiers, saving transportation costs. Large sources of agricultural wastes like rice hulls and almond shells could warrant a power plant with the waste heat used to heat a farmworkers camp. In the city, garbage could be used to heat low income housing, and greenhouses used to feed the hungry. Small neighborhood facilities could be used to cool an ice rink or power and heat a hospital.

Every new development should mandate two water systems ; one for drinking water and household use, and the other for irrigation of the landscaping. The waste water from the cogeneration facility has rendered the sewage effluent non-pathogenic, so landscaping use of this water would solve two problems ; The conservation of precious drinking water, and a solution to wastewater disposal. Lawns add so much to the quality of life we enjoy in the North Bay, but consumes too much water and requires constant maintenance. We must start designing new developments that employ dual water systems and landscapes that minimize lawns. The houses must utilize solar energy, and be properly insulated to conserve energy. City and county governments must demonstrate leadership and foresight by stopping the helter-skelter growth and incompetent planning, and adopting proper standards. Our state government should pass enabling legislation and tax credits to invest in the future, instead of present laws and regulations which allows more protection to the bottom line than the environment.

Growth is a big issue confronting everybody. Do we continue the present course, or do we try new modern and inovative alternatives ? I have a proposal; Instead of developing existing cities, thus overcrowding and overtaxing systems, direct the estimated 100,000 people into smaller, separate communities with their own water, sewer, garbage and fire fighting capabilities. Granted, some development and annexation in the cities will occur, but the remaining open space should be used to create greenbelts, bike and pedestrian corridors, parks and solve the horrendous traffic problems people must face every day. Build the new communities with proper planning for transportation, and provide jobs nearby so the people do not have to commute . Maybe a cogeneration plant.

These cogeneration facilities should be appropriately scaled. Instead of building one large plant, build several smaller ones. I envision a future where many local refuse processing plants can sort refuse, recycle metals, paper and glass, burn the combustibles and landfill one tenth as much volume as a regular refuse system. Local processing will save millions in transportation costs, conserve landfill space, produce resources from wastes, create thousands of new jobs, generate electricity and pasteurize sewage water.

The small scale is perfect for new growth. New developments must include room for new processing plants/cogeneration facilities with designs for efficient utilization. These new developments will be independent from existing communities, so present residents will not pay for new growth. The best part of this proposal is that it can be implemented by many other communities to solve a global problem. This safe, dependable, permanent solution's an effective alternative and should be included in any future proposal.

Back to transportation. Many proposals to solve traffic congestion will not work, because future growth will overwhelm most improvements. Only a comprehensive, efficient mass transit system will provide proper relief. I applaud the foresight of Bridge Director Carol Ruth Silver and her plan to install a second deck on the Golden Gate for mass transit. Its amazing, a politician actually had the guts to buck the automobile industry and propose an effective alternative to traffic gridlock.

Mass transit is only effective when it is extensive enough to service millions of people. A plan that includes connecting BART with the North Bay would accomplish that goal. In fact, I would like to see BART completed around the bay, with an extension up to Sacramento. Wouldn't it be convenient to be able to commute to SF from Santa Rosa in only 40 minutes? BART could be utilized to catch a flight at SFO, provide safe transportation for a field trip to the Steinhart Aquarium, or make possible a fun day at Great America. Drunk driving would be reduced if fans could take BART to the ball games.

Another aspect that makes mass transit economically feasible is the tourist business. Tourists could visit the wine country and North Coast on mass transit, generating millions of dollars in revenues, while minimally impacting our already congested roadways.

Mass transit will save millions in energy costs and reduce air pollution, but another transportation alternative will not only save energy,

it will enhance the health of citizens who utilize it. I am talking about bicycling. Bike paths could be constructed along the creeks, in open spaces, and along selected streets. An extensive system that provides an effective alternative will cost millions, but will save even more. If students are given an alternative to school busing, millions in busing costs could be saved. These savings could be transferred to other school programs, enhancing education. Buses could be provided during inclement weather to protect students from rain and snow. In Davis, California, they have miles of bike lanes, roads with wide shoulders, bike safety education programs, and firm support and affirmative action from city officials. We need similar commitment and leadership from North Bay politicians. The best thing about bikes is that they do not require new technology or massive funding like other transportation systems. What is presently lacking is a commitment, and leadership to provide an important alternative that will only cost pennies per dollar saved.

We are at a crossroads. Right now, we are confronted with problems of transportation, sewage, growth, crime and pollution. One pathway leads to worse problems and no solutions, but one path leads to solving transportation, sewage, and pollution problems while properly planning for growth. We are at a crossroads, and present politicians bureaucrats and developers want to continue down the pathway towards ignoring problems and delaying solutions. A good example is the Spring Lake Bridge. Even though a majority of residents oppose the bridge, they try to cram it down our throats with skewed and inaccurate polls, while ignoring practical alternatives and public outcry.

There is a pronounced void in competent and effective leadership, with little discussion or public input about the looming crisis. This paper outlines my beliefs, observations, and possible solutions, hoping to provide an alternative path from the one we seem to be destined to follow and suffer because of it. Hopefully, this declaration will generate debate and create momentum towards making the hard decisions needed to solve a myriad of problems facing people in the North Bay. These innovative and effective solutions will take years to implement, and delay will only increase costs, so action is needed today to solve present and future problems.

Remember, our future is not a matter of chance, it is a matter of choice. Choose the right path for a better tomorrow.

FAST PLAN

8-7-03

TOP 25 LIST

Paul Ogatawara
7099 Baker Ln.
Sebastopol, CA 95472
923-8681

FOR ADJOINING AREA SEE MENDOCINO & LAKE COUNTIES MAP

Sonoma and Napa Counties

LEGEND

- FREEWAYS
- EXPRESSWAYS
- MAJOR HIGHWAYS
- OTHER PAVED ROAD
- SURFACE NOT INDICATED
- UNPAVED ROAD
- COAST
- POP. EXCEEDS 1000
- POP. BELOW 1000
- POP. BASED ON VARIOUS OFFICIAL ESTIMATES
- CITY WITH C.S.A. OFFICE
- INTERSTATE HIGHWAY NUMBER
- U.S. HIGHWAY NUMBER
- STATE HIGHWAY NUMBER
- COUNTY ROAD NUMBER
- CITY WITH HIGHWAY MARK OFFICE
- STATE ROADSIDE REST
- TOURIST ATTRACTIONS, FACILITIES
- BOAT LAUNCHING
- 7.5 MILE/5 KILOMETER DISTANCE
- OFFICIAL SCenic HIGHWAY

SCALE
0 1 2 3 4 5 MILES
0 1 2 3 4 5 KILOMETERS

CALIFORNIA STATE AUTOMOBILE ASSOCIATION
550 VAN NESS AVENUE, SAN FRANCISCO, CA 94133

REPRODUCED OF THIS MAP ON

SPECIAL THANKS TO AAA
AND THEIR OUTSTANDING PINS

P0

FOR ADJOINING AREA SEE MARIN CO. MAP

Response to Comment PMT-07 Exhibit 1
Paul Ogasawara – Sebastopol Resident

Comment Number	Response
PMT-07 Exhibit 1	<p>a– The “FASTPLAN” submitted represents a regional transportation plan more reasonably presented in the context of the development of a regional transportation plan than for an individual project. The plan contains no comments regarding the information presented in the current environmental document.</p> <p>b – This comment was previously submitted, verbatim, for the Caltrans “Highway 101 Widening and Soundwall Construction in Sonoma County from the Wilfred Avenue Interchange to the Route 101/12 Separation” project. Caltrans responded to the comment in April 2000.</p>

Comment PMT-08

1 COMMENTS BY GUILLERMO MADRIGAL

2 - - -

3 MR. MADRIGAL: Name is Guillermo, Guillermo,
4 Madrigal, M-a-d-r-i-g-a-l. Address, 1635 Manzanita Avenue,
5 Santa Rosa, California 95404.

6 I own property at 517 A Street, Santa Rosa. I
7 have concern regarding the Sixth Street underpass proposal
8 as to traffic increasing on A Street, Ninth Street and
9 Seventh Street, regarding intersection of Seventh and
10 A Street, A as in apple. That's it.

11 Thank you.

12 - - -

13 COMMENTS BY KEN WELLS

14 - - -

15 MR. WELLS: Ken Wells, W-e-l-l-s, at 360 Brey
16 Road, B-r-e-y, Santa Rosa 95409.

17 And what I would be interested in seeing as part
18 of the project to help alleviate its impact to pedestrians
19 and bicycles is a bike and pedestrian overpass at
20 approximately the Jennings Avenue and J.C. location.

21 Jennings Avenue is on the west side of 101, and
22 J.C. would be on the east side of 101. In that general
23 location an overpass would provide an opportunity to allow
24 pedestrians and bicycles to get across the freeway safely.

25 And then for pedestrians, specifically, the

PMT-08

Response to Comment PMT-08**Guillermo Madrigal – Santa Rosa Resident**

Comment Number	Response
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PMT-08	<p>The purpose of the Sixth Street undercrossing is to provide vehicular access to and from US 101 to the northerly portion of the downtown area using the Davis Street southbound off-ramp and the Morgan Street northbound on-ramp and to provide an east/west vehicle, bicycle, and pedestrian connection between Railroad Square/West Side area and the northerly Central Business District area. At the present time it is difficult to achieve this traffic circulation pattern because there is no obvious connection under US 101. The existing connection requires several non-intuitive turning movements for motorists requiring them to use Fifth Street, Morgan Street, Sixth Street and Seventh Street and does not provide a usable connection for pedestrians and bicyclists.</p>
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The motorists who are using A Street and Ninth Street are traveling to and from the west side of the Santa Rosa by way of Ninth Street and their reason to use these streets is different from reasons to use the Sixth Street underpass. As such, traffic should not be increasing within this area due to the underpass. If anything, it could have a positive impact of reducing traffic through the area by encouraging motorists to travel on Seventh Street/Sixth Street between B Street and Wilson Street instead of using Seventh Street, A Street and Ninth Street to get to Wilson Street.

Comment PMT-09

COMMENTS BY GUILLERMO MADRIGAL

- - -

MR. MADRIGAL: Name is Guillermo, Guillermo, Madrigal, M-a-d-r-i-g-a-l. Address, 1635 Manzanita Avenue, Santa Rosa, California 95404.

I own property at 517 A Street, Santa Rosa. I have concern regarding the Sixth Street underpass proposal as to traffic increasing on A Street, Ninth Street and Seventh Street, regarding intersection of Seventh and A Street, A as in apple. That's it.

Thank you.

- - -

COMMENTS BY KEN WELLS

- - -

MR. WELLS: Ken Wells, W-e-l-l-s, at 360 Brey Road, B-r-e-y, Santa Rosa 95409.

And what I would be interested in seeing as part of the project to help alleviate its impact to pedestrians and bicycles is a bike and pedestrian overpass at approximately the Jennings Avenue and J.C. location.

Jennings Avenue is on the west side of 101, and J.C. would be on the east side of 101. In that general location an overpass would provide an opportunity to allow pedestrians and bicycles to get across the freeway safely.

And then for pedestrians, specifically, the

PMT-09

PMT-09

1 sidewalks that go to the undercrossings at Steele Lane and
2 College, and I believe there's going to be one at Ninth
3 Street, should be wide enough to accommodate people.

4 And I understand the current proposal is five
5 feet. I would suggest eight feet as a minimum for the
6 sidewalks and underpassing on both sides of the road.

7 So, in summary, overpass for the bikes and
8 pedestrians, and wider sidewalks at the underpassings.

9 THE COURT REPORTER: Would you like to state your
10 occupation?

11 MR. WELLS: I'm actually the president of the
12 Sonoma County Bicycle Coalition. And, clearly, I have an
13 interest in this and that particular aspect of it. That
14 should be enough.

15 - - -

16 FURTHER REMARKS BY PAUL OGASAWARA

17 - - -

18 MR. OGASAWARA: I've been talking to some people
19 here, and it seems like they're really stuck on putting HOV
20 lanes, like the third lane is the only option and any other
21 idea is not feasible.

22 But I asked them, Well, but if you have a project
23 that costs a tenth as much and you could solve the traffic
24 problems, why don't you use that. And they go, Oh, but the
25 financing is all set up for HOV lanes.

Response to Comment PMT-09
Ken Wells – Santa Rosa Resident

Comment Number	Response
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PMT-09	Please see responses to Comments CC-04 and HW-01.
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Comment PMT-10

1 sidewalks that go to the undercrossings at Steele Lane and
2 College, and I believe there's going to be one at Ninth
3 Street, should be wide enough to accommodate people.

4 And I understand the current proposal is five
5 feet. I would suggest eight feet as a minimum for the
6 sidewalks and underpassing on both sides of the road.

7 So, in summary, overpass for the bikes and
8 pedestrians, and wider sidewalks at the underpassings.

9 THE COURT REPORTER: Would you like to state your
10 occupation?

11 MR. WELLS: I'm actually the president of the
12 Sonoma County Bicycle Coalition. And, clearly, I have an
13 interest in this and that particular aspect of it. That
14 should be enough.

15 - - -

16 FURTHER REMARKS BY PAUL OGASAWARA

17 - - -

18 MR. OGASAWARA: I've been talking to some people
19 here, and it seems like they're really stuck on putting HOV
20 lanes, like the third lane is the only option and any other
21 idea is not feasible.

22 But I asked them, Well, but if you have a project
23 that costs a tenth as much and you could solve the traffic
24 problems, why don't you use that. And they go, Oh, but the
25 financing is all set up for HOV lanes.

1 And what I would like to know is who in the
2 government is so hot on HOV lanes? I mean, it sounds like
3 it's just the Caltrans engineers, but every person I ever
4 talk to hate the HOV lanes, and they, basically, sit empty
5 in the use of them.

6 So I really am against them, and I wish that
7 Caltrans would become intransigent and be more flexible and
8 receptive to new ideas, because they say they can't do
9 anything about it. But the only thing I can think of is if
10 we fire the people that believe that, and hire people that
11 will actually solve the traffic problems instead of
12 promoting expensive boondoggles that cost ten times more,
13 promote more sprawl, and doesn't solve the problem.

14 We should be going with a different plan that
15 spends money wisely and accommodates people's driving habits
16 instead of punishing them, and at least cut down the hours
17 of the HOV lanes. I think 3:00 to 7:00, or is it 3:00 to
18 8:30, is way too long. It should be, like, between 4:30 and
19 6:00.

20 Down in Marin County it is a lot shorter time, but
21 here they have such a long time, and people are incensed
22 when they have to sit in a cramped lane for 30 miles, when
23 there's an empty lane on the left-hand side that maybe one
24 car goes by every 40 seconds or so.

25 Thank you.

PMT-10

Response to Comment PMT-10
Paul Ogasawara – Santa Rosa Resident

Comment Number	Response
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PMT-10	The specific hours of HOV operation will be determined shortly before the HOV lanes are opened to traffic so that actual traffic conditions at that time can be taken into account.
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Comment PMT-11

FURTHER REMARKS BY LAURA GRAHAM

- - -

MS. GRAHAM: Laura Graham, about cutting down all the trees.

I just think that they should, instead of those sound walls -- or add behind them, somehow, more redwood trees again, and use recycled waste water to water them so that they aren't so sad looking, as we see along some sections of the highway there where they're obviously suffering for lack of water.

And the other thing is about they should have 101 going between Sebastopol and Santa Rosa so that they can help the traffic from both towns. And they just need to have the off-ramp at Highway 12 and maybe Guerneville Road, and what's the other one? -- Todd Road, and something like that going, south, but to get that through-traffic, all of those semis, as they refer to the trucks, and everything going through on that road, and have the business route through Santa Rosa, and they wouldn't have to -- because I have gone down where they have this new diamond lane, and there's nobody in the diamond lane. They're still all bumper to bumper in the two existing lanes.

And, I mean, I've gone on the bus and seen this, how there's nobody in the diamond lane except the bus. And then you run out of it, and you're back down to two lanes

PMT-11

1 again, anyway. But it just -- I don't think it's going to
2 make the traffic any better, really, going through
3 Santa Rosa that way.

4 And they're cutting down a lot of the trees and
5 getting awful too close to some of the historical homes in
6 that area, and I don't think that's right. You don't have
7 to type me down.

8 When we first came up here we had a business at
9 Fifth and Davis, so we were very familiar with traffic on
10 the freeway, and everything, until we moved away from there.
11 I guess we had our business there about five years, I think,
12 and we moved over off the Barham Avenue. We were between
13 Petaluma Hill Road and Santa Rosa Avenue.

14 The traffic around Santa Rosa is just bad anyway,
15 but you have to take your car. You can't take the bus. I
16 needed to go to Kaiser Hospital. I live in Rincon Valley.
17 I had to take three buses in order to get to Kaiser
18 Hospital. I had to transfer from Four to I think it was a
19 Number Eight, and then I think it was a 14, or something. I
20 went out and bought a used car because the bus just doesn't do
21 it.

22 Santa Rosa is spread out all over the map, and not
23 like San Francisco, where it's two and three stories all
24 over the place. So that's why we have so many cars. People
25 drive around town, and all these people are going through

1 town, and a lot of them are just going through town. That's
2 my opinion.

3 Thank you.

4 That Jeff I was talking to was very nice, but I
5 had to explain I've been away a few years, west end of
6 Oddfellows Park, and they go up the hill and flag down the
7 train, and I didn't even know where we were going. I
8 couldn't remember until Gaye Le Baron said it went into
9 Fulton.

10 But I've seen a lot of traffic, and stuff, and
11 I've also seen the results of some earthquakes. When I went
12 to Southern California a bridge that came up to I-5 and
13 didn't go across, and it fell down during a earthquake.
14 That's scary.

15 The main thing is, though, we need to have -- and
16 we have the perfect example with Sacramento and Cloverdale.
17 Cloverdale is in this county, and they now bypass
18 Cloverdale, and it's so much nicer downtown.

19 See, there are so many single-occupant vehicles
20 that can't use the diamond lanes, and they come out and they
21 all go up Santa Rosa Avenue at commute time, and it's
22 jammed. And, of course, the signals at Yulupa and Hearn
23 Avenue and opposite Costco, and everything, all that stuff
24 is jammed up. It's the pits.

25 But the reason a lot of them come off on

PMT-11

1 Santa Rosa Avenue is because the freeway is just inching. I
2 known there aren't that many people in the diamond lanes.
3 So I don't know.

4 (The proceedings adjourned at 8:30 p.m.)

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Response to Comment PMT-11

Laura Graham

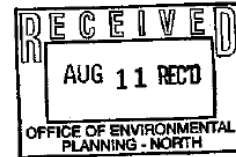
Comment Number	Response
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PMT-11	Replacement trees will be planted where space allows. Caltrans and the City are going to specify trees other than redwoods that will grow better in Santa Rosa than do redwoods. Caltrans uses recycled water for irrigation wherever possible; however, it is not available for this project.
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Regarding rerouting Highway 101, please see response to Comment PMT-01.

Comment USM-01

THIRD AND DAVIS, LLC



California Department of Transportation
Attn.: Robert Gross, Office of Environmental Analysis
PO Box 23660
Mail Station 6D
Oakland CA 94623

Re: Environmental Impact – "Route 101 HOV Widening"

To Whom It Concerns:

This letter is in reference to the Draft Environmental Impact Report ("the DEIR") entitled "Route 101 HOV Widening", dated June 2003, 04-SON-101-KP 31.4-35.7.

The undersigned is Manager of Third and Davis, a California limited liability company ("the company") which is owner of real property ("the properties") adjacent to a portion of the proposed HOV widening project, assessor parcels 010-072-010, -011 and -013, making up nearly the entire block north of Third Street, south of Fourth Street, east of Davis Street, Santa Rosa California.

The company has proposed, and been granted use permit approval by the City of Santa Rosa for, a mixed use, retail and office project ("the project") on the properties of the company. This project is known as 200 4th Street and 201 Third Street. The City's project planner was Marie Meredith, the file number is CUP02-293, and the approval resolution number is 10351.

In reviewing the DEIR several concerns came to light. These represent environmental impacts, arising from the HOV widening, which appear inadequately addressed by the DEIR. These impacts, if unmitigated, would adversely affect properties in the Railroad Square area of Santa Rosa, including those of the company. Our comments follow.

3.5 Noise.

Upon completion of the project, the properties of the Company will fall under Activity Code C of Noise Abatement Criteria, i.e., noise mitigation may be required if dBA levels exceed 72 (exterior) and certain other conditions are met.¹

USM-01a

The DEIR implies that, as no noise barrier is proposed adjacent to the properties, noise levels along Route 101 adjacent to the properties may exceed this 72 dBA threshold.² The

¹ An annotation to Figure 3.5-2B appears to restrict mitigation to NAC codes A and B only. However, this is an error within the DEIR requiring correction, as other activity codes may also require mitigation. Table 3.5-1 of the DEIR, in contrast, correctly outlines the noise abatement requirements.

word “may” is operative here; none of the twenty receptor sites relied on by the DEIR were on or near any of the properties of the company and therefore no valid judgment can be drawn as to whether impacts on the properties do or do not require noise mitigation.³

This defect in the DEIR should be cured through additional measurements, appropriate analysis, and mitigation if required.

3.11 Traffic/Transportation

The DEIR states that “a limited number of parking spaces are located under the viaduct section of Route 101 in downtown Santa Rosa.”⁴ Why the DEIR employs “limited” in this context is unclear. If the intention is to state that the actual number of spaces is small compared to other parking resources, this would be an error as well over 100 spaces (the number beneath the viaduct) is the single largest public parking resource in the downtown core west of Highway 101 and is similar in size to other surface lots operated by the City east of Highway 101. If the intention is to suggest that the environmental significance of these spaces, whatever their comparative number, is trivial and may be disregarded for purposes of the DEIR, this too is an error, as several independent sources document the importance of these spaces to the economic vitality of Railroad Square. These sources are described below. To attain accuracy, the DEIR should be revised to reference the approximate number of spaces and delete the potentially prejudicial expression “limited.”

USM-01b

The sources documenting the importance of the under-viaduct spaces include the following: Railroad Square Plan, City of Santa Rosa; Independent Parking Analysis, Carlile Macy, 2003; Initial Study and adopted negative declaration for 200 4th Street and 201 Third Street. Elimination of these spaces may create a parking shortage in the Railroad Square area adversely affecting current and approved businesses.

Despite the documented importance of these spaces, the DEIR states that no mitigation for temporary loss of these spaces is required.⁵ Instead the document merely states that Cal Trans is working with the City of Santa Rosa “to identify an alternative parking area during construction.”⁶ The DEIR does not require that spaces will in fact be obtained; that such spaces will have comparable convenience to those being displaced; that use of the spaces will be at a user cost comparable to those now provided; or that the number of spaces will be comparable to the number now in use. The DEIR is therefore inadequate in this respect.

² Page 3-33, “The projected peak hour noise levels ... without sound barriers would range from 61 to 79 dBA Leq (H) ...”

³ Figure 3.5-2A shows that the closest receptor site to the properties and also adjacent to the freeway (as opposed to a ramp) is R-18

⁴ Section 3.11.1.3

⁵ Section 3.11.3.3

⁶ Section 3.11.2.3

In order to mitigate the environmental impact of displacement of the spaces the DEIR must provide a factual, not speculative, showing how each of the conditions noted above will be met. Section 3.11.3.3 should be revised to describe this required mitigation.

It should be added that the properties of the company, together with other properties in the area, paid into an assessment district for the purpose of securing rights to parking under the viaduct, and all these properties are therefore in that additional respect parties of interest should the Environmental Impact Report fail to provide for appropriate mitigation for parking displacement.

3.12 Visual/Aesthetics

The DEIR notes that the widened viaduct structure between Third and Fifth Street would substantially reduce the amount of natural light beneath the structure. In effect, a tunnel 140 feet long would be created between the properties of the company and Morgan Street through which Fourth Street would pass to its terminus at Morgan.⁷

The DEIR does not fully evaluate the significance of this change or its potential to undermine the linkage project developed by the City of Santa Rosa through this corridor. No visual simulation for this area is included in the DEIR despite its planning significance; the statement in the DEIR that the visual simulations in Figures 3.12-1 through -3 "represent the proposed visual changes associated with this project"⁸ is therefore incorrect. The *degree* to which a monolithic, darkened space may intimidate and inhibit pedestrian and other linkage traffic is speculative but that some impact will occur, and that this impact could be significant, is not.

USM-01c

The DEIR recognizes that the viaduct widening will require visual mitigation. However, the description of appropriate mitigation for corridor impacts lacks sufficient specificity to allow its adequacy to be assessed. Lighting improvements are called out but not detailed⁹. Whether these alone will prove adequate mitigation cannot be evaluated based on information in the DEIR.

In order for the report to be adequate, a more detailed lighting plan must be described and assessed in the EIR, and a mechanism for evaluating the adequacy of the proposal must be established. If lighting alone does not mitigate the impact, other mitigation must be proposed.

⁷ Section 3.12.2.3, Page 3-90.

⁸ Section 3.12.2.3, Page 3-92

⁹ Section 3.12.3, Page 3-99.

Thank you for the opportunity to comment on the DEIR.

THIRD and DAVIS LLC

By: Hugh Futrell
Hugh Futrell, Manager
Hugh Futrell LLC, Manager

cc. Davis 37
Railroad Square Assn/L. Angel
City of Santa Rosa

435 BEAVER STREET, SANTA ROSA CALIFORNIA 95404 (Tel) 707-568-3482 (Fax) 707-568-3457

Response to Comment USM-01**Hugh Futrell – Third and Davis LLC**

Comment Number	Response
USM-01a	<p>The reference to dBA levels from Figure 3.5-2B and Table 3.5.1 requires some clarification on Caltrans' noise policy. While it is true that commercial and business areas fall under category "C" (72 dBA Leq(h)) of the NAC, in determining and abating traffic noise impacts, primary consideration is given to exterior areas where there is frequent human use AND where a lowered noise level would be of benefit. At the time the Notice of Preparation for this environmental document was publically noticed, no permits for the property in question had been issued and the land use consisted of an empty field and parking lot, thus not qualifying as an area of frequent human use. If the land use of the location in question is anticipated to change to a use that would cause frequent human use, it is the responsibility of the developer/permittee to provide abatement for noise at that time. The 2003 Negative Declaration/Initial Study prepared for the 3rd and Davis mixed use project indicates that the proposed retail and office uses are not noise-sensitive uses.</p>
USM-01b	<p>More than one hundred parking spaces under the 4th Street Viaduct within State Right-of-Way have been available for public use under a sublease between Caltrans and the City of Santa Rosa. These parking spaces will be eliminated for most of the construction period. More specifically, the parking lots will be closed just prior to demolition of the existing buildings under the viaduct. They will continue to be closed during bridge construction for the widening of the 4th Street Viaduct. The lots will be reopened after the contractor restores the original parking areas to their original condition, which will probably happen near the end of the project construction period. Construction will most likely last about 3 years.</p> <p>Caltrans Division of Right of Way will work with the City of Santa Rosa to find an appropriate location for alternative parking for the lost parking during the construction period. Caltrans will make every effort to obtain</p>

temporary parking as near to the location of the original parking as is reasonable and feasible.

USM-01c The project is still being designed, and specific decisions including lighting design will be made later. Lighting will meet Caltrans' safety design criteria, which accommodate the safety of pedestrians, bicyclists, and motorists.

Additional material regarding the downtown undercrossings has been added to Chapter 3.12.2.3. The mitigation measures described in Chapter 3.12.3 were developed in consultation with the City of Santa Rosa, and are expected to be effective at reducing the project's visual impacts.